

World Superbike Preview Issue

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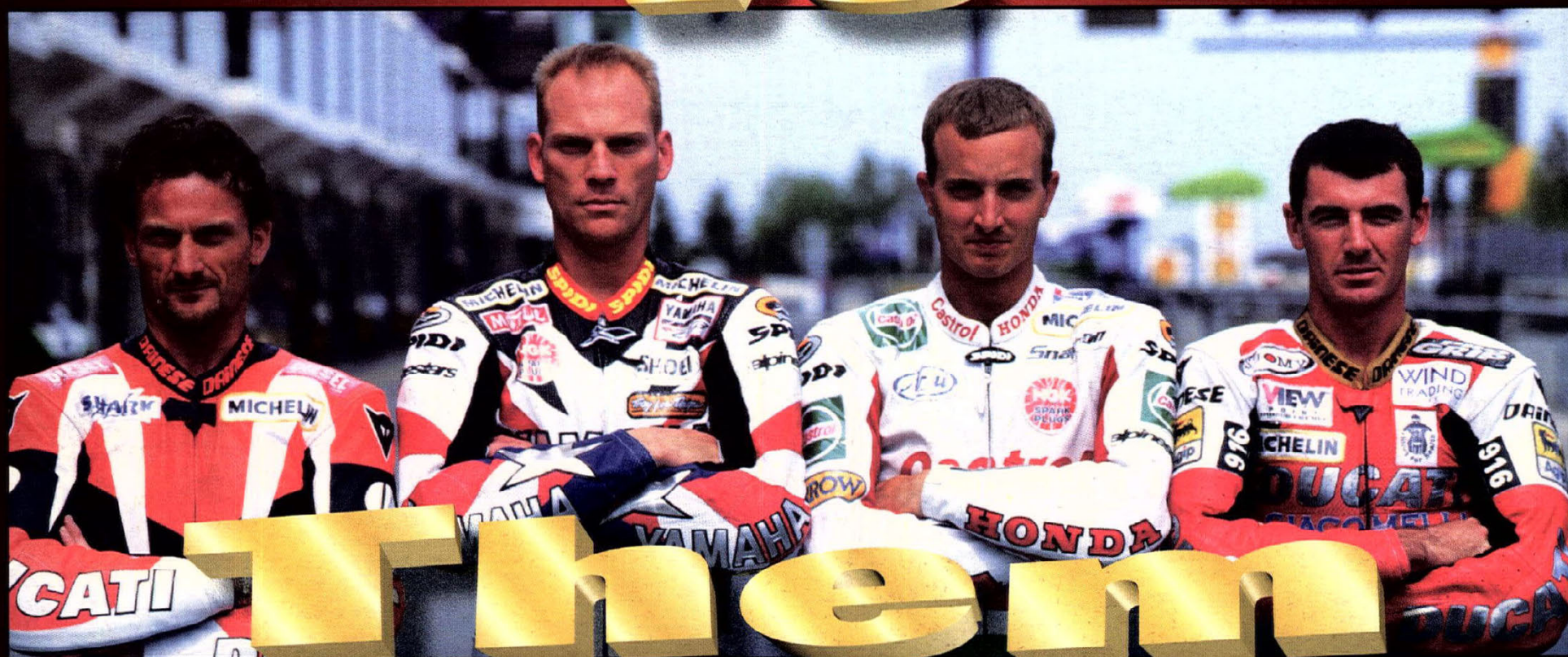
July 8, 1998: Number 26

(outside the U.S. \$3.25) \$2.50

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VS



The Team

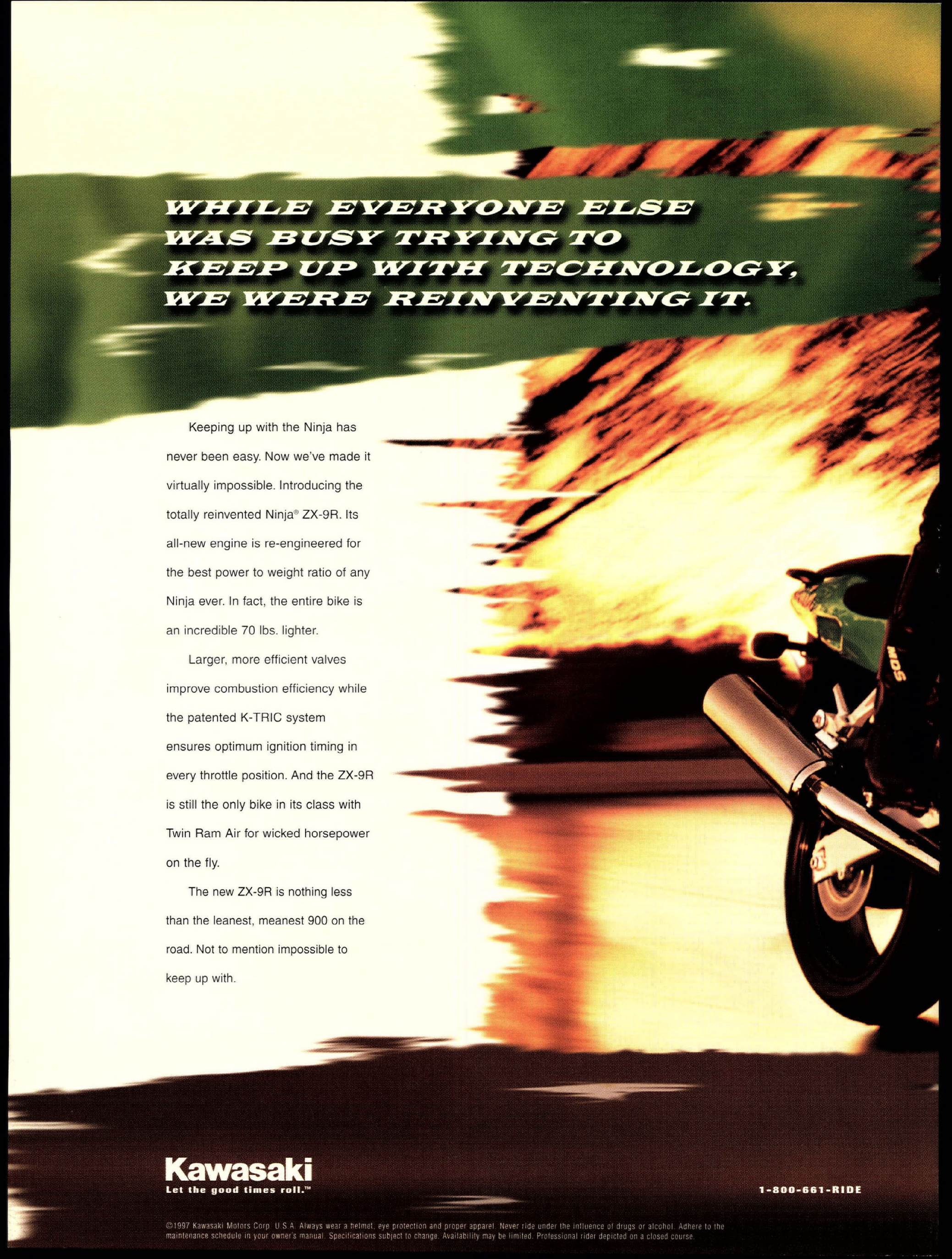
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After the full program of heats and semis was completed, the **Lima Half Mile AMA Grand National Championship** round of June 27 was **rained out**. Upon officially canceling the event after heavy thunder and lightning, followed by a burst of dense rain, put the safety of the race in question, AMA officials elected to pay the race off by heat-race times and award National points to each of the 18 main-event qualifiers. **Chris Carr** (H-D) was credited with first place by virtue of the four-minute, 15.881-second time that he posted en route to winning the first heat race. **Dan Stanley** (H-D) was credited with second and **Steve Beattie** (H-D) with third. **Steve Morehead** (H-D), who celebrated his 25th year in AMA Grand National Championship competition (see story, page 25), was fourth fastest.

Bobby "Boogaloo" Schwartz (GM) scored another milestone victory to add to his World Championship-winning resume by winning the inaugural Jack Milne Cup at Costa Mesa Speedway in Costa Mesa, California, on June 27. Schwartz held off Charlie Venegas (Jaw), Brad Oxley (GM), Chris Manchester (Jaw) and Josh Larsen (GM). Schwartz thus becomes the first to have his name emblazoned on the Queen's Coronation Race cup, which was won by Milne, the 1937 World Speedway Champion and first American ever to win a world championship motorcycle-racing title.

Johnny Campbell (Hon) rode to victory in the Best in the Desert Silver State 300, held in Mesquite, Nevada, on June 27th. The team of **Ty Davis** and **Donnie Book** (Yam) finished second, while **Eric Hallgath** and **Mike Healy** (KTM) teamed up to finish third.

Defending champ **Mike Lafferty** (KTM) turned in a 31-point score to win round eight of the AMA/Acerbis National Championship Enduro Series, held in Akely, Minnesota, on June 28th. **Matt Stavish** (Hon) and **Randy Hawkins** (Yam) tied with a 41, but Stavish got the nod for second overall via a tie breaker.

Jimmy Lamastus (Hbg) stepped up to the top of the podium at the fifth round of the AMA Western Four-Stroke National MX Series, held in Denver, Colorado, on June 28th. **Greg Schnell** (Yam) finished second, followed by **Scott Myers** (Yam), series points leader and defending champ **Lance Smail** (Hbg), and **Robert Naughton** (BBR).

Doug Dubach (Yam) topped **Stephane Roncada** (Hon) and **Ty Davis** (Yam) to win the 250cc Pro class at the Mammoth Motocross, held in Mammoth Lakes, California, June 25-28. Dubach also topped the Vet Pro class, while **Jiri Dostal** (Suz) headed **Rusty Holland** (Hon) and **Casey Lytle** (Hon) in the 125cc Pro class. Other winners included **Spud Walters** (Yam) in the Four-Stroke Pro class; Holland in the Open Pro class; **Jonathan Shimp** (Yam) in the Mini Pro class; **Dee Wood** (Kaw) in the Women's Pro class; and **Rex Staten** in the Senior Pro class. Ezra Lusk's factory Honda mechanic, **Mike Gosselaar** (Hon), won the Senior Intermediate class, and **James Stewart** (Kaw) came out from Florida and topped the Mini Intermediates.

Grayson Hart (Hon) cleaned up by winning four classes at the 13th annual Steve McQueen Memorial Vintage AHRMA Motocross, held in Eugene, Oregon, on June 28th. Hart won the 125cc, 250cc, Over 30 and Open Evolution classes. **Joe Casey** (Hon) finished second to Hart

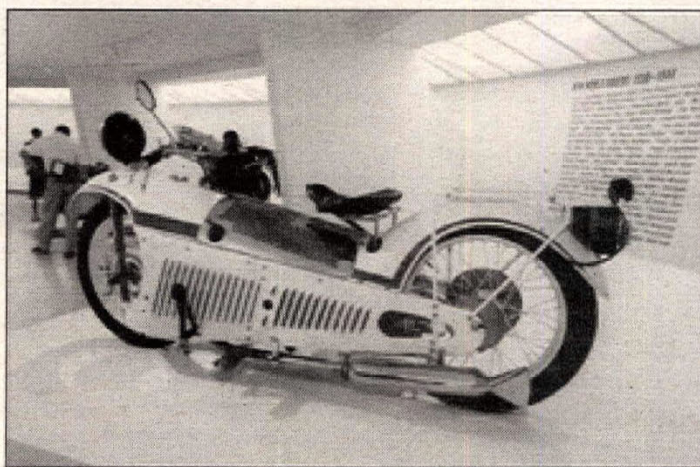
The Art of the Motorcycle

The Art of the Motorcycle, a chronological display of more than 100 motorcycles that explores the motorcycle as both cultural icon and design and technical achievement, opened June 26 at the prestigious Solomon R. Guggenheim Museum on Manhattan's Upper West Side in New York City.

The exhibit, which runs through September 20, chronicles the decisive moments in the evolution of motorcycle technology and design, and places the bikes in the context of the era.

Every age in motorcycling is represented, from the French-made 1868 Michaux-Perreaux - basically a steam engine attached to a bicycle - to the 1998 MV Agusta F4, on loan from King Juan Carlos of Spain. In between there is a Hildebrand & Wolfmuller (made in Germany in 1884), the 1911 Harley-Davidson eight-valve BTR (board-track racer), the 1923 BMW R32, the 1970 Honda CB750 Four, the 1973 MV Agusta 750S, a road-going version of the World Championship-winning motorcycles of the 1960s and '70s, and the Philippe Starck-designed Aprilia Moto 6.5, one of the high-concept motorcycles of the '90s.

"The motorcycle embodies so many of the themes of this century - technology, speed, rebellion, transformation - that it serves as the ideal vehicle, if you will, for just such an exploration," said



Thomas Krens, director of the Solomon R. Guggenheim Foundation. "It is in the context of the Guggenheim's expanded mission that this extraordinary exhibition has been realized."

In addition to the exhibit, the museum has published a 600-page catalogue available at the Guggenheim Museum stores or by calling 800-329-6109. The museum, in association with Universe Books, will also publish "Motorcycle Mania: The Biker Book." There are also public programs, including "The Motorcycle on Screen," a series of approximately 40 films and videos that includes such classics as "The Wild One" and "Easy Rider." An evening with "Easy Rider" star Dennis Hopper will be part of the series. There will be a special lecture on motorcycle design as well as a summer beer tasting.

In designing the exhibit, architect Frank Gehry took advantage of the museum's unique spiral interior, housed in the Frank Lloyd Wright-designed building.

The exhibition was made possible by BMW, with the Frank Gehry installation made possible by Banana Republic and transportation assistance provided by Lufthansa German Airlines.

Henny Ray Abrams

each time out, while Canadian **Dennis Hansen** (Ric) topped **Dick Mann** (Mon) and **Rob Poole** (BSA) in the 500cc Expert classes.

Jordan Szoke (Kaw) scored the first Toyota Canada Superbike Championship win of his career at Race City Speedway in Calgary, Alberta, Canada, on June 28. The 19-year-old beat **Benoit Pilon** (Yam) and **Martin Gaudreault** (Kaw) on a rain-soaked race track to take the win. Szoke now leads Pilon in the championship point standings, 156-141 after three rounds. In support-class action, **Owen Weichel** (Suz) and **Michael Taylor** won the 600cc Supersport and Open Supersport classes, respectively.

SBR/Semoff Brothers Racing (Yam) won the four-hour WERA National Endurance Series race at Indianapolis Raceway Park in Indianapolis, Indiana, on June 27. **Firestorm Racing** (Suz) and **Team Dreaded** (Yam) rounded out the top three finishing teams.

Former 500cc World Champion **Kevin Schwantz** ran as high as second before suffering a mechanical failure that put him out of the Lysol 200 at Watkins Glen in New York, on June 28. Schwantz had qualified seventh and appeared to be headed for his first top-five finish; the Texan is still in the hunt for Rookie of the Year honors in the NASCAR Busch Series.

Road racer **Brett Metzger** is "awake and talking," according to Penguin Racing School's Jerry Wood. The New Englander suffered a fractured skull and fractured his left elbow in a practice-session crash on Friday, June 19 at New Hampshire International Speedway. Later in the hos-

pital, his spleen and left kidney had to be removed. According to Wood, Metzger's CAT Scan came back negative and Metzger is making progress toward recovery. Wood regained consciousness on Sunday, June 21, two days after his crash.

Wood also reports that **New Hampshire International Speedway** is prepared to "do whatever it takes" to make certain that the rash of injuries from the AMA Superbike National held there, June 19-21, aren't ever duplicated. "We'll have a whole program in place for next year," said Wood, who not only runs the Penguin Racing School but is also heavily involved with the Loudon Road Racing Series that runs at New Hampshire International Speedway. "Bob Bahre (the race track's chairman of the board) will do whatever we need to do."

Miguel DuHamel, who suffered a broken femur in a crash at New Hampshire International Speedway on Friday, June 19, was scheduled to be discharged from Concord Hospital in Concord, New Hampshire, on either June 27 or June 28, according to his manager, Alan Labrosse. "He seems to be doing well," Labrosse said on June 25. "If all goes well, he may be back before the end of the season. He broke his femur about an inch, inch and a half above the knee and a piece of the knee was also broken off. The operation was a success and he will soon start a rehabilitation program." DuHamel's femur was pinned and screwed. "Overall, his morale is very good," Labrosse said. "Knowing Miguel, he's probably very disappointed in himself. He'd climbed all the way back up the ladder after the Daytona crash and not many people thought he could." The Indonesian round of the World

Superbike Championship, scheduled for **Sentul** on September 27, has been **cancelled**, according to the FIM. The Federation is considering a possible replacement for the round. If the race isn't replaced, the series will consist of 13 rounds instead of 14.

Drug and alcohol tests were carried out by the FIM at the German round of the World Superbike Championship on June 7 - with all tests coming back negative. Among those tested for alcohol prior to the races were **Carl Fogarty**, **Gregorio Lavilla** and **Troy Corser**. Those tested for drugs were **Aaron Slight**, **Colin Edwards II** and **Noriyuki Haga**.

Former AMA Grand National Champion Gene Romero has told *Cycle News* that his **AMA West Coast Flat Track Series** appears to be surpassing his expectations. After a successful spectator and rider turnout for round two at Perris Auto Speedway in Perris, California, Romero is planning to further **increase rider participation** in round three at Bakersfield Speedway in Bakersfield, California, by allowing 600cc Amateur "A" sportsman riders to compete in the Pro Sport program. "I didn't know that we were allowed to do this, but the AMA said that we could incorporate the 600cc Amateur 'A' riders into the Pro Sport class," Romero said. "I think that is a great idea, so we're refining the program slightly to include the top Amateur guys. Remember, our intent with this series is not only to have a slick professional show for the fans, but also to encourage more riders into flat-track racing and offer them a potential chance at climbing the ladder into the pro ranks. At some point the amateurs need a chance to race with the pros to gain more experience. That's

why we're making this revision in the program." An AMA membership and an "A" Sportsman standing are required for eligibility. Round three of the West Coast Flat Track Series is scheduled for July 18 at Bakersfield Speedway. For more information, call 714/529-6054.

Showcase Bike Night will be held at Speedway International Racing Bistro & Bar on Thursday, July 2, and will feature several exotic bikes and the latest motorcycles from Suzuki and Yamaha. For more information, call 949/675-5900.

Former National Motocross and Supercross Champion **David Bailey** finished third in the wheelchair class at the Suzuki-sponsored Rock N' Roll Marathon in San Diego, California, on June 21. Bailey completed the 26-mile course in one hour, 43 minutes and 20 seconds. In addition to Bailey, the marathon also featured appearances from 1993 500cc World Champion **Kevin Schwantz** and NHRA Pro Stock racer **Angelle Seeling**. Both Schwantz and Seeling paced the field of world-class runners, with Schwantz aboard a Suzuki TL1000R while Seeling rode a Suzuki GSXR600.

Some 6000 Ducati enthusiasts from around the world took part in the **World Ducati Weekend** in Misano, Italy, June 12-13. An additional 4000 joined the festivities in Bologna, Italy, on June 14, bringing the total number of attendees to 10,000.

Making up for lost events due to poor weather conditions, AMA District 27 will host five **dual sport rides** in Southern California, beginning with the Kennedy Meadows ride, July 18-19, and concluding with the Bass Lake outing, on August 29-30. For more information, call 818/249-2141.

Australian Superbike Series rider **Mark Willis** will be on hand at the British Grand Prix on July 5 and plans to hold talks with several Grand Prix teams regarding his

racing plans for 1999. The 22-year-old is aiming to secure a 500cc GP ride, but would also consider World Superbike options. "I'm determined to race in the 500s next year, which is why I'm going to England," Willis told *Cycle News* contributor Darryl Flack. "I've already made contact with a few factory teams, and I'll be following those up face to face at Donington." Willis currently lies sixth in the Shell Australian Superbike Championship on the Team Ansett Suzuki GSXR750.

FS Productions will host **World Superbike Night** at the Blue Fin Café & Billiards in Monterey, California, on Thursday, July 9, beginning at 6 p.m. Featured guests include AMA Superbike National Champion Doug Chandler, 1993 500cc World Champion Kevin Schwantz, former World Superbike Champion Scott Russell, Castrol Honda's Colin Edwards II, Vance & Hines Ducati's Anthony Gobert, and Yoshimura Suzuki's Mat Mladin and Aaron Yates. For more information, call the Blue Fin at 408/375-7000 or FS Productions at 714/573-4993.

A **post-World Superbike night** will take place at In Cahoots in Sacramento, California, on July 13, featuring 1996 World Superbike Champion Troy Corser, Kevin Schwantz, Colin Edwards II, Castrol Honda's Aaron Slight and Doug Chandler. The **Sport Bike Night** presentation will begin at 7 p.m. and is sponsored by Dunlop Tires and Arai Helmets. For more information, call S&J Productions at 916/373-1557.

Our coverage of the AMA/MBNA Superbike National Championship from New Hampshire International Speedway in Issue #25 (July 1, 1998) was incorrect in stating that **Mike Hale's contract** had been terminated by Fast By Ferracci team owner Eraldo Ferracci. According to Larry Ferracci, Hale is still under contract with the team until the end of the 1998 AMA Superbike season.

Everts, Tortelli battle on

Belgian Stefan Everts and Frenchman Sebastien Tortelli continued their heated battle for the 250cc World Championship Motocross Series when the ninth round of the series was held in Montevarchi, Italy, on June 28.

Honda-mounted Everts topped Tortelli by some 19 seconds in the first moto, but Tortelli bounced back in the second moto, riding his Kawasaki to a 15.5-second win over Everts. Third place both times out when to Kawasaki's Yves Demaria. American Tallon Vohland ended the day with a 4-5 tally on his factory Yamaha in what was his return to action after suffering a broken finger in an earlier round.

With nine rounds completed, Everts holds a seven-point lead over Tortelli in the 250cc World Championship, 323-316.

In 125cc World Championship MX action, Frenchman David Vuillemin turned in a 3-1 tally to take the overall in the Italian Grand Prix, held in conjunction with the 250cc round in Montevarchi. Vuillemin and his factory Yamaha finished behind TM's Alessandro Puzar and Honda's Luigi Seguy in the first moto, but Vuillemin stormed back to beat Husqvarna's Alessio Chiodi and Puzar in the second moto.

Chiodi now leads Vuillemin by just four points, 194-190, with Puzar third in the standings with 181 points.

"I felt very good," Vuillemin said. "I knew I only needed to ride at my own pace, and in the end it paid off. One mistake and the championship is over for me; it is so close, but still I feel no pressure. I want to finish in the top three, and at the moment that is looking possible."

The eighth round of the 500cc World Championship was held in Sverepec, Slovakia, on June 28 and Yamaha's Andrea Bartolini turned in a perfect 1-1 moto score to capture the overall win. Bartolini topped defending World Champion and current points leader Joel Smets in both motos, with German Bernd Eckenbach finishing third both times out.

Smets leads New Zealander Darryll King by 40 points, 260-220, with Bartolini third in the series standings with 199 points. King didn't finish the first moto and wound up fourth in the second.

Laguna Seca Raceway is hosting a "Vintage and Bikes of Interest" display during the Dunlop World Superbike weekend, July 10-12. The display will feature several motorcycles, including a 1964 Triumph Tiger Cub, a 1969 Bultaco Metralla MKII, a 1948 Indian, and several other noteworthy motorcycles. For more information on displaying specialty bikes, contact Brid Caveney at West Coast Racing, 408/484-7778, or Bill Keys at 510/357-3015.

OPENED: Anti-Theft Systems' home page on the World Wide Web. The site can be found at the following address: <http://www.armedguard.com>.

OPENED: AMA Western Four-Stroke National MX Series' home page on the World Wide Web. The site can be found at the following address: <http://www.4strokenationals.com>.

OPENED: The FIM's home page on the World Wide Web. The site can be found at: <http://www.fim.ch>.

OPENED: The Dan Rouit Flat Track Museum's home page on the World Wide Web. The site can be found at the following address: <http://www.vft.org/rouit.htm>.

CORRECTION: In our coverage of the National Four-Stroke MX round in Salt Lake City, Utah, we reported that KTM's Lance Smail is from Oregon, when he is actually from Washington.

CORRECTION: To obtain Husqvarna dealer information, call Cagiva USA Corp. at 215/830-3300.

OPENED: Pacific Crest Pipe Repair's home page on the World Wide Web. The site can be found at the following address: <http://www.piperepair.com>.

MOVED: American Roadracing magazine, to 11426 N. Cave Creek Rd., Suite B, Phoenix, AZ 85020, 602/997-5887, 602/997-6567 (fax).

Rainey retires

Wayne Rainey brought a tearful end to an era of racing, choosing Assen, the cathedral of motor-cycle racing, to announce that this year will be his last in the sport.

"I've decided to stop punishing my body, and to spend time at home with my family," he said, in a formal farewell on June 26, hosted by Yamaha - his employers (in one way or another) since 1987.

Yamaha's head of racing, director Toshimitsu Iio, shared the table to pay tribute to Rainey's career as rider and team "owner" (though as Rainey admitted, "It all belongs to Yamaha") and to announce that the factory would continue to support their own two-rider team next year as well as the Red Bull WCM team owned by American backer Bob MacLean.

The news was greeted with a sense of relief as well as sadness. In the five years since Rainey's glorious career as a rider ended in 1993, when he was on his way to a fourth successive World Championship, he has not only faced the difficulties of life in a wheelchair but has also had a troubled time as team boss.

Rainey fractured his spine at Misano in September of 1993. He returned for the first Grand Prix the following year to run the Roberts-owned 250cc Marlboro Yamaha team. In 1995 he ran the factory 250cc team again, and in 1996 a works 500 as well as a 250. In 1997 and 1998 he has headed the two-rider factory 500cc team.

But while there were sporadic successes and race wins, Rainey's enterprises as a team manager were beset by a variety of misfortunes. As well as the loss of Marlboro sponsorship at the beginning of last year, Rainey has also been troubled by the midseason collapse of 250cc rider Tetsuya Harada in 1996, and the defection at the end of that year of GP winner Loris Capirossi. In 1998, potential star rider Jean-

Michel Bayle has missed the first half of the season because of a troublesome head injury sustained in testing.

Rainey had already decided, he revealed, that this would be his last year.

"I reached the decision in November last year, but decided to try to keep the team running and to delay the announcement until Assen," he said. "It's the midpoint of the year, and it's always been the point where announcements are made, and where the silly-season rumors begin."

"The passion is not there for me anymore," he continued. "It's a struggle to leave home to go to the race track. My son, Rex, goes to school next year, and I want to be there for him. To do this job right, you can't live in California. It's been five years since the accident, and the travelling has beat up my body pretty badly. But it has been part of my rehabilitation."

"I'm not sure what I will do, but I'll take a year off to stay home and just try and be a normal guy," he concluded, denying rumors that he would head Yamaha's AMA Superbike team next year.

Rainey will remain involved as a consultant to Yamaha, revealed Iio, who paid tribute to his dedication to the firm over the years.

"He is a great ambassador for us," Iio said.

After the conference, speaking from his uniquely authoritative position, Rainey spoke freely about many aspects of racing after being forced out as a rider.

"Team management never filled the gap that racing left," he said. "I think Kenny (Roberts) was fortunate enough to live his racing through me. It's been different for me - the culture gap and so on with Japanese riders."

Rainey also gave forthright comments on the current crop of riders.

•Mick Doohan - "He's the only guy who is there every weekend - but I need to take him aside and teach him a few history lessons. (Doohan recently commented that if Rainey and Schwantz were still racing, they would not be as suc-

cessful as before.) The lap times say everything. Some tracks are still not as fast as in 1991."

•Norick Abe, his Yamaha rider - "Norick only gets good on Sunday. He's not even there the rest of the time."

•John Kocinski, erstwhile teammate - "His career was over in 1990. I made sure of that. It was my job."

•Alex Criville - "There are some guys inching up on Mick, but they have got to ride more mature to beat him. Criville is leading the World Championship, but he runs off the track at Jarama. What kind of a move is that?"

•Carlos Checa - "Checa is one determined guy, though. He could be a huge threat if he gets the right bike - a factory Honda or Yamaha."

•Loris Capirossi - "Loris is just a kid. He's not ready to race against Mick. Mick has the easy life racing against these guys."

Rainey's Grand Prix career spans a full golden era, an age of giants in which the blonde American road racing champion rose to be the dominant figure.

It started in 1984, with a troubled but sometimes brilliant year with an underfunded 250cc Yamaha team run by the freshly retired Kenny Roberts.

Disillusioned, the Californian from Norwalk (near Los Angeles) returned to America to win a second AMA Superbike title, then came back to rejoin Roberts in the Lucky Strike Yamaha 500cc team in 1987, winning a debut-season GP, but in 1988 already challenging for the title.

His career-long rival Kevin Schwantz had come to the GPs at the same time, and the battles between them defined the World Championship for the next five years - even at a time when other riders of the status of Eddie Lawson and Wayne Gardner were still active, and when Mick Doohan reached full strength. Although Schwantz won more races, with 25 to Rainey's 24, Rainey's consistency was devastating in championship terms, and he won from 1990 to 1992. He finally ceded the title to his Texan adversary with his crash at Misano.

The sound of thunder

I read with great interest the interviews with Mick Doohan and, in particular, Yamaha engineer Toshimitsu Iio. I totally agree that in Grand Prix racing the engines used should be related to what the company sells to the public - this will renew interest in the engineering and for the fans.

I have worked with the Honda 250cc six-cylinder bike for a short but intense period of time. I couldn't believe the immense interest and enthusiasm from fans, both young and old, for this bike. They asked questions over and over about the inner workings of the engine, and particularly about the sound. The huge crowd it drew when started was incredible.

I cannot believe the financial cost to build a four-stroke four-cylinder with a seven- or eight-speed gearbox can be any more than the two-strokes now being used. Rules for the four-cylinder six-speed mean a two-stroke with two or three different engines and multiple cassette gearboxes that are different for different riders and race tracks. Also, the more useful technology has to filter down to production products to be sold to the public.

I think the four-cylinder one-liter engine proposed by Doohan would be a step in the right direction. However, I haven't seen any results as to racing 1000cc four-cylinders being any faster than 750s - if as fast at all. This would be no more than an Open Superbike class.

The GP class must be faster than the superbike class or it is doomed. It would be ideal if it could be kept at 500cc. But it should never be more than 750cc or its performance would only be attributed to its size.

The sound would be the same. As Mr. Iio said, new sounds could renew the interest of fans and engineers. In motocross, enthusiasm has been generated with the four-stroke.

As I noted with the Honda Six's design, the forethought of production is very evident. As it was explained to me, Mr. Honda's thinking was that racing was to learn for production more than it was to win races. Let's be realistic - two-strokes are a dead end.

The reason the rules were changed back in the '60s was because it was too costly for manufacturers to produce six-cylinders, V-eights and so on. However,

these days we have GNC machines and materials that weren't even dreamed of in the '60s. I think the rules laid down by the FIM of four-cylinder, six-speed (meaning four-cylinder two-strokes) should go the way of the flat world and flathead thinking.

In the '60s it was only a dream to be able to buy a four-cylinder bike with 12,000 rpm and 100-plus horsepower. Now these bikes are almost boring. Who knows - maybe a replica GP bike would filter down to the common soul in the form of a six-cylinder or even a V-eight? The sounds of these exotic multis with narrow powerbands and ultra-close ratio, seven- to eight-speed gearboxes would be the sounds of real Grand Prix motorcycles.

Revive the dreams of exotic GP bikes. Build something that dares to be different from superbikes.

Jim Cotherman
Motorfolk@aol.com

Four vs. two revisited

With the recent two wins in the AMA National Motocross Series by Doug Henry, you will soon start hearing complaints from other manufacturers about the unfair nature of his motorcycle. If you pay close attention to who is complaining, you will see it is people like Roger DeCoster who want the limitation set to 360cc. He only defends this ruling because Suzuki and the other manufacturers are asleep at the wheel. The four-stroke cc rule has been in effect for 20 years. With Yamaha's introduction of the YZF, you began to have people like myself lacking the interest in the product available to become stimulated enough to lay down \$6000 for a new machine. This is only creating jobs, cash flow and interest in our beloved sport of motocross.

People also tend to forget that Doug Henry had to struggle with the bike for many races before he eventually became comfortable. It wouldn't matter if Henry were riding another brand of bike - he is hard-working and has come back with incredible determination. Do you know anyone else traveling the series in a motorhome?

The rules should stand as is. Other companies such as Cannondale have invested too much time and money in the development process to have some

20-year-standing rule be changed by complaints from another company that refuses to develop technology and make motocross a better sport. Then again, maybe DeCoster can't afford to develop a new bike when he is still trying to develop the bike he has - just look at Larry Ward's second-moto results this week. Just keep up the hard work, Roger, and maybe Cannondale can just buy your semi at a reduced rate and only have to have it painted in Cannondale colors for next year.

Randy Geniec
Santa Clarita, CA

Injured dirt tracker

Jim Sumner, Grand National Number 45, was seriously injured on June 7 at the Peoria TT during a semi-final when he was involved in a four-rider pileup. He was airlifted to St. Francis Hospital in Peoria and stayed in the neuro-intensive-care unit for five days before being airlifted to Milwaukee's Froedtert Hospital for surgery.

His injuries included a bilateral dislocation of both shoulders, and a fractured left cheek, left orbital (eye) bone, nose, sinus cavities and upper jaw. Surgery was performed on June 18 and Jim was released to recuperate at home on June 20. His insurance company refused to pay to transport him to Froedtert, deeming it a convenience for the family.

We wish to thank everyone for the cards, calls, letters, gifts, donations and prayers during this difficult time.

Alan Sumner
Stelshoe@execpc.com

Cards, letters and donations can be sent to Jim Sumner at 4630 W. Mill Road, Milwaukee, WI 53218... Editor

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Cycle News (USPS 141-340) is published weekly except the last two weeks of the calendar year for \$50.00 per year by Cycle News, Inc., 3505-M Cadillac Avenue, Costa Mesa, CA 92628. Periodicals Postage Paid at Costa Mesa, CA and at additional mailing office. Canada Post International Publications Mail #546615.

POSTMASTER: Send address changes to Cycle News, P.O. Box 5084, Costa Mesa, CA 92628-5084.

To determine the expiration date of your subscription, check the four numbers on the first line of your address label. The first two digits indicate the last issue number you'll receive and the last two characters indicate the year of the last issue.

Subscription rates: Rates for the United States and its possessions for one year (50 issues), \$50.00; two years (100 issues), \$95.00; six months (25 issues), \$26.00; trial sub (15 issues), \$19.00. Canada and Foreign, one year (50 issues), \$90.00; two years (100 issues), \$175.00; six months (25 issues), \$45.00; trial sub (15 issues), \$38.00.

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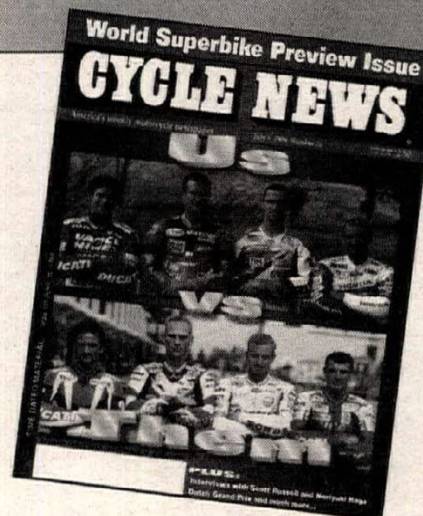
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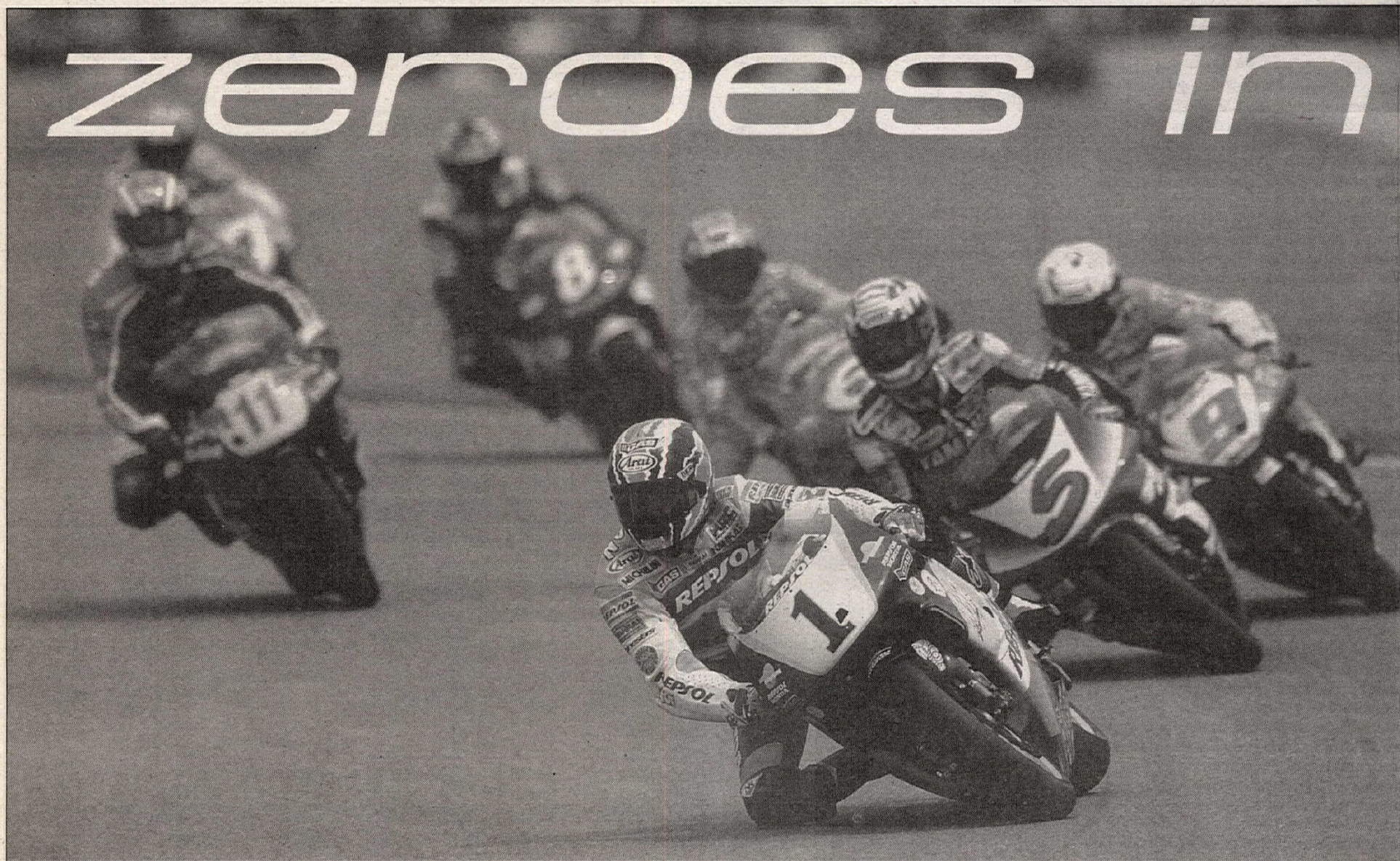
Can the AMA Superbike Series regulars hold their own against the World's best when the World Superbike Series comes to Laguna Seca in two weeks? Photos by Henny Ray Abrams and Gold & Goose.



ROAD RACE
WORLD CHAMPIONSHIP
ROAD RACE SERIES

Round 7: Dutch Grand Prix

Doohan zeroes in



By Michael Scott
Photos by Gold & Goose

ASSEN, HOLLAND, JUNE 27

Mick Doohan reinstated his authority on the World Championship at Assen. Rising clear of some determined opposition and displaying total control of the race, he won for a fifth time at a track he dislikes, coming close also to taking the championship lead for the first time this year - in spite of two nonfinishes in the seven races.

Naturally enough, this win set records. It was his 49th win, and his 88th rostrum appearance, equaling Giacomo Agostini's tally of top-three finishes.

More to the point, the top four in the championship closed up even more, with just 12 points covering Max Biaggi, Doohan, Alex Criville and Carlos Checa.

Doohan's win - in mercifully dry conditions in front of a crowd of 95,000 faithful Assen fans - came at the perfect time to remind his upstart rivals that while they may be able to race close to the Repsol rider, beating him is another matter.

There were two main candidates for the honor. The first was Biaggi, whose Marlboro Honda finished just a half-second behind after 20 laps and 75 miles of the classic Dutch TT circuit. Biaggi regained the title lead in the process.

The other contender was a surprise:

Simon Crafar, who was the only person to get ahead of Doohan, albeit only for a lap. This made the Kiwi Yamaha rider more of a dark horse than a Red Bull, in his first 500cc season. Crafar had challenged for pole in practice, and he was just the same in the race, using Dunlop tires that not only stuck well in the early laps, in the familiar way, but also lasted the distance to claim their first V-four 500cc podium since 1994.

Gresini Honda's Alex Barros was fourth, after harrying the leading group for part of the race; Movistar Honda's Carlos Checa was just unable to close up after a mediocre start. Then came Alex Criville, the Repsol Honda rider off his form at one of his favorite tracks.

Luca Cadalora's Suzuki debut was blocked by Criville and ended in disaster when the Italian crashed trying to get past. Cadalora, on the Suzuki for two races after switching from his substitute role with Yamaha, had qualified on the second row after a shaky start. After the race, however, he quit the team and will not race the bike at the next round.

This left seventh to his Suzuki teammate Nobuatsu Aoki, riding heroically in considerable pain after a heavy practice crash but managing to overtake countryman Tadayuki Okada and the Repsol Honda, who was in a similar condition. Making his comeback after breaking his wrist in Italy, Okada had crashed again in practice and suffered ankle fractures which left him further debilitated.

(Top) Mick Doohan (1) leads Norick Abe (5), Alex Barros (9), Simon Crafar (11), Max Biaggi (6) and Carlos Checa (8) on the opening lap of the Dutch 500cc Grand Prix in Assen.
(Above) Doohan leads a sliding Crafar and Biaggi in their run to the flag. Doohan won, with Biaggi second and Crafar a career third.



wrong. This year I've found it really hard to go at the pace I know I am capable of here."

Aoki was just seven seconds behind, but he was close to collapsing at the finish.

"I cannot use any power through my legs, so I had to do everything with my arms and shoulders," he said. "For the last five laps I could hardly control the bike."

Okada had the opposite problem.

"I had to steer by weighting the footrests," he said. "That was really tir-

MoviStar Honda's John Kocinski missed the race, flying home unexpectedly after practice. He'd qualified near the back, and said his injured little finger made it impossible to ride. His abrupt departure triggered rumors of another midseason meltdown for the World Superbike Champion.

Only an absence of teenagers in the 500cc class prevented another record, after both the 250 and 125cc races had teenage winners - even though only two was enough to make history.

Valentino Rossi was the victor in a dull 250cc race, without even an interesting Aprilia battle. Both the other factory riders, Loris Capirossi and Tetsuya Harada, suffered mechanical failures while running up front. Jurgen Fuchs came through to take second on his private Docshop Aprilia, with former double 125cc World Champion Haruchika Aoki taking third on the FCC Honda for his first rostrum finish in two years in the 250cc class.

Chesterfield Honda's Olivier Jacque crashed out after leading on the first lap, reinjuring his right foot with a deep gash and several broken bones. Having been knocked off for a second successive race - this time by Italian rider Stefano Perugini, who also crashed - the Frenchman complained bitterly that the lack of performance from the Honda meant he was obliged to race with a dangerous crowd.

"I'm disgusted," he said.

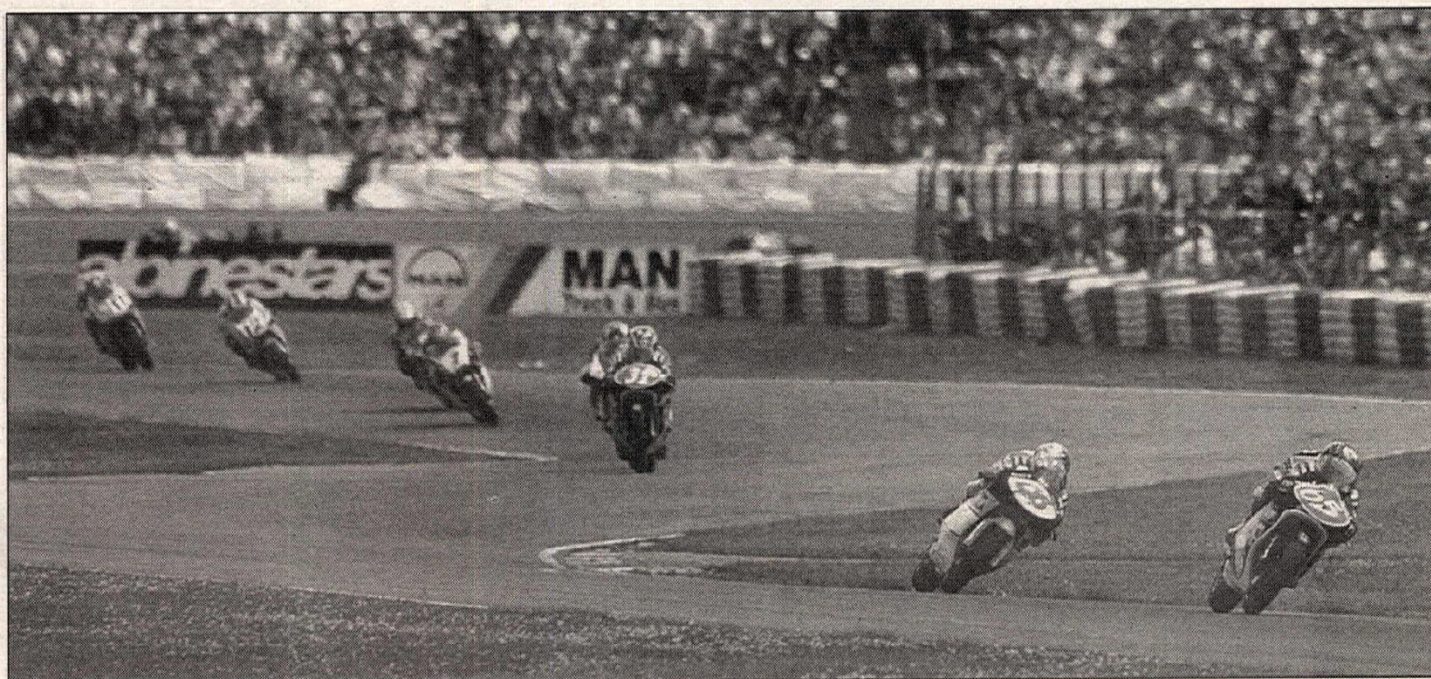
The lucky teenager in the 125cc class was Bennetton Honda's 15-year-old Marco Melandri, who became the youngest-ever GP winner with a very mature defeat of race-long leader Kazuto Sakata on the Aprilia. Third went to brilliant Honda rider Tomomi Manako, who rode through from virtually last place after clutch trouble at the start, moving past the final group to third only on the last lap.

Steve Webster and David James won the Sidecar Grand Prix by 21 seconds, inheriting the lead from longtime rivals Steve Abbott/Jamie Biggs after they retired with a seized piston. Markus Boesinger/Jurg Egli were third, with Dutchman Benny Janssen fourth and Australians Shane Soutar and David Kellest fifth, the last riders on the same lap as the leaders. There were 11 finishers out of 18 starters.

500cc GRAND PRIX

The threatening weather gave a few warning sprinkles as the 500s lined up, but it never came to anything, and they took off on time and in good order - with Doohan leading Norick Abe and Barros into the first corner. By the end of the lap, Crafar was ahead of the Barros with Biaggi behind, and this quintet gradually drew away from the pursuit, which was led by Checa.

Doohan was steadfast in control, remaining ahead while they swapped back and forth behind him. Biaggi moved into second on lap five; Crafar took over a lap later, by which time Abe



(Top) Luca Cadalora's Suzuki career ends with a crash in the Dutch GP.

(Above) Loris Capirossi (65) leads his Aprilia teammate Valentino Rossi (45) as they pull clear of a group led by Tetsuya Harada (31) in the 250cc GP.

(Right) Rossi celebrates the first 250cc GP win of his young career.

was losing ground, eventually falling back into the clutches of Checa soon after half-distance. His race lasted only a few more laps.

"I lost grip from my front tire," Abe explained later. "At Madrid, I was able to get back towards the finish, but this time something broke in my engine and the bike stopped."

Up front, the battle was getting closer still. Barros was back and forth as they swapped position sometimes several times a lap, and his presence worried Crafar, who made his bid for the lead on the 15th lap.

"I thought I'd better pick the pace up a bit," he explained. "But I didn't expect I'd be able to stay in front of Mick (Doohan) for long."

He was right. The Dunlop-shod Yamaha was quicker through the corners, but the Michelin-shod Honda had more speed - and the priceless asset of Doohan at the controls. He shot past down the front straight, waited a little more, then upped his own pace in the last two laps.

Doohan had survived one moment when his knee-slider snagged on the grass in the first corner, nearly tipping him out of the saddle. That aside, it was all going to plan.

"It was a really good race," he said later. "It's always the same here. You're fighting hard, and you have to try and make a break in the last two laps."

This he did, claiming fastest lap of the race (still short of Kevin Schwantz' 1991 record) on the last lap.



Crafar was left trailing slightly, but Biaggi went with him all the way.

"I had some fantastic long slides on the last lap," Biaggi said. "And I tried to go inside Mick a couple of times, but he closed the door on me. I'm happy to be back on the podium, but more so because in our Barcelona tests last week we got the bike back on track."

Barros was five seconds adrift at the finish but comfortably clear of Checa, who complained later of a lack of grip from the rear that effectively ruined his chances. Criville, another eight seconds away, manfully took the blame himself.

"I don't think I've ever ridden so badly at Assen," he said. "I had front-suspension problems that slowed me down, and that meant my gearing was

ing. I'm just happy to finish the race and get some points."

Regis Laconi, Crafar's teammate, never did pick up the pace but claimed ninth after a race-long battle with Jurgen van den Goorbergh, best of the V-twin Hondas after works rider Sete Gibernau's bike started to slide so badly he had to pull in. Garry McCoy's Honda was more than 20 seconds back. Then came a lone Kenny Roberts Jr., riding in pain with his foot fractures; American Assen first-time Matt Wait, Briton Scott Smart, and substitute Tecmas rider Bernard Garcia, who ran out of fuel near the finish and free-wheeled over the line.

Juan Borja also crashed out, while Jean-Philippe Ruggia's MuZ debut ended in early mechanical failure.



Marco Melandri (13) passes Kazuta Sakata (4) in the final chicane on the last lap to take his first 125cc GP win. Melandri, only 15 years old, became the youngest ever GP winner.

Biaggi moved back to the top of the championship table, with Doohan ominously close - 118-115. Criville has 113, Checa 106, with Suzuki rider Aoki the best of the non-Hondas, in fifth on 56 points.

250cc GRAND PRIX

It was, as is usual this year, a foregone conclusion that the Aprilias would dominate. This is what happened - but in radically reduced numbers.

It was Hondas away first from the line, fast-starter Jacque in front from Stefano Perugini, with Jeremy McWilliams's private Honda in third. But the Ulsterman had very obviously jumped the start, coming through from the fourth

row, and though he impressively ran with the leaders for three laps, he was called in for a stop-and-go penalty and lost his ill-gained chance of completing his humiliation of the works bikes.

The NSRs' run only lasted until halfway along the back straight, where the Aprilias of Capirossi and Rossi surged past with a ridiculous speed advantage. Harada had got away slowly, but he was up to fifth at the end of lap one and was in third and up with his teammates by lap three. From there on they ran in formation, the only change coming when Rossi moved to the front on lap seven. But changes were coming soon.

The first to go was Harada, who slowed dramatically and pulled off at half-distance, with an unspecified "technical problem." One lap later, exactly the same thing happened to Capirossi. Rossi was left all alone, with a lead of more than 20 seconds, to win his first 250cc GP with ease.

Magnificent Mick

A Yamaha on pole position. A fire on the track. Red flags. Drama in the pits. A sprint to the flag. One-upmanship and lucky slipstreams. And finally a magnificent pole position for Mick Doohan's Honda.

Assen qualifying had it all, in two days of building excitement, all under the looming threat of the notorious northern Dutch weather in the days of midsummer.

Practice began ordinarily enough, with much attention focused on Luca Cadalora, making his public Suzuki debut after going like the wind at Barcelona tests. The enigma struck as he lost the front wheel and crashed after just a couple of laps, and from then on he struggled, ending up 13th after the second session had been hit before the halfway point by a storm so dark that they red-flagged the session for a while.

Things started happening on the second day. Firstly, Cadalora climbed back on the Suzuki, to which his team insisted they had made only a few basically routine chassis and suspension adjustments, and was suddenly flying. It was only "untimed," but the transformed Italian ended up within nine-thousandths of leader Doohan. Phoenix, with greasy hair. In the afternoon, both Cadalora and teammate Nobuatsu Aoki were well up with the Assen pack, both taking turns at lying in the top four in the timed session.

By then, Tadayuki Okada was also in trouble, having fallen also in the morning in his return after breaking his wrist at Mugello. He added an ankle fracture to his existing injuries, but continued anyway at reduced pace to end up 11th.

It was in the final session when there was a big surprise. Simon Crafar, a class rookie on a Yamaha, moved to the lead, and though Doohan equaled his time - to the nearest thousandth! - almost at once, it was still the Yamaha rider at the top of the list as they got ready for their final gallops. His speed did little for Aoki, who was on his own best lap while following him when he crashed, landing heavily on the base of his spine.

The session came to its extraordinary early end (see "Briefly...") before each had made their final bid; Crafar on pole, then Doohan, Max Biaggi and Carlos Checa, with Cadalora and Aoki leading row two from Criville and Barros. Then came the last late chance for one more lap, for those who could complete the first standing-start lap in less than two minutes and 12 seconds. A few did, and the order changed again.

Now Doohan was on top and Crafar second, with Abe moving up from ninth to third after fortuitously leading out of the pits so he could slot in behind Doohan.

"I couldn't have done it alone," he smiled.

As for Doohan - taxed with his previous frequent statements that he didn't like Assen and didn't bother about whether he was on pole or not - he just grinned.

"I never go as close to the limit at Assen as at other tracks, because the road crown and cambers make it too easy to make a mistake," he said. "But I thought I had a faster lap, and I had started on it when the red flags went out. I thought I'd go and try it again."

Biaggi remained on row one, smiling because of a settings breakthrough at the pre-race Barcelona tests.

"We are back on track with the bike now," he said.

Checa was knocked down to row two after being unobtrusive throughout practice. Then came Alex Barros (hoping for a revival after the last couple of bad races), then Cadalora and Aoki, with Alex Criville knocked down to row three at a track where he has previously ousted Doohan from pole.

"I don't know what's wrong, but I can't get the suspension right," he said.

Ralf Waldmann was next, but out of the race with a fractured wrist and other injuries after the fiery crash on the Modenas that caused the red flags to come out. Okada would take his place on row three, with Jurgen van den Goorbergh alongside, and Sete Gibernau back with the old familiar handling problems on the works V-twin.

Kocinski ended up 18th, out of 22 qualifiers. Fabio Carpani did not make the 107-percent cut.

Aprilias were rampant yet again in 250cc qualifying, once all the weather problems were out of the way. This time it was Loris Capirossi on pole again, with Tetsuya Harada less than a tenth slower, and Valentino Rossi close behind in third. In fact, Rossi had fallen on the first day, then struggled in the rain, and hadn't even qualified. Luckily for him, it was dry for the final session.

The Aprilia advantage was plain to see: speed. There was another asset, described by Capirossi.

"There are no slow corners here, so you don't have the Aprilia problem of snatchy throttle response," he said.

Jurgen Fuchs took the fourth position, back on the front row and hopeful of a good result.

"I have trouble in close races because I have a smooth style with a high corner speed, and other riders can outbrake me and then get in my way," he said.

Haruchika Aoki led a second row comprising all the works Hondas, but more than a second down on pole, with Tohru Ukawa, Olivier Jacque and Stefano Perugini alongside.

Their complaints of no speed and mediocre handling are so familiar as to not need repetition.



SOME GUYS GET TIES ON FATHER'S DAY. DOUG CHANDLER GOT A CHECKERED FLAG.

Round 8
AMA 600cc SuperSport Series
New Hampshire International
Speedway, Loudon, NH

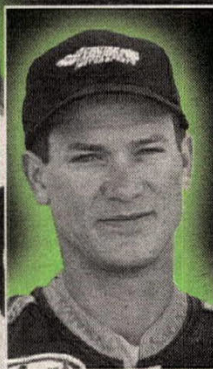
Father's Day was no different than any other Sunday for Doug Chandler. He kissed his wife and kids

good-bye, hopped on his Ninja® ZX-6R and went for a ride. A ride that didn't end till he crossed the New Hampshire International finish line ahead of everyone else in the 600cc SuperSport class. He led every lap and took home his fifth checkered

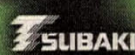
flag of the season. Then he hopped on his Ninja® ZX-7R and launched himself into the Superbike series lead. Proving once again that if you're not riding Kawasaki, you're gonna get spanked.

"At the start I did kind of what I wanted, got out there and did some good laps and started getting away."

— Doug Chandler
Team Muzzy/Kawasaki



Team Muzzy/Kawasaki



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ROAD RACE WORLD CHAMPIONSHIP ROAD RACE SERIES

Round 7: Dutch Grand Prix

"I thought I could control Capirossi and Harada, but in the end I didn't need to," the jubilant 19-year-old said, his hair dyed a vivid orange for the occasion.

Way back there was a big eight-bike battle - already without Jacque and Perugini after their collision on lap seven.

At mid-distance, Takeshi Tsujimura's Yamaha was in front of the Hondas of Tohru Ukawa and Aoki, two more Yamahas (those of Luis d'Antin and Jose Luis Cardoso), private Honda rookie Jay Vincent, Sebastien Porto's Aprilia and Jurgen Fuchs on a similar machine.

The racing was desperately close and was leading up to a frightful last-lap showdown until some natural thinning made the going slightly easier. Cardoso crashed out with six laps left, breaking them up somewhat, while front-row starter Fuchs picked his way through to move away ahead, Aoki coming with him to take third.

D'Antin led the next gang of four, which also included Ukawa, Porto and Tsujimura. Vincent claimed another good top-10 finish with eighth, five seconds away, but well clear of the next gang, which was led by Luca Boscoscuro's Honda.

McWilliams worked his way back through to 12th.

There were 21 finishers; the fastest lap went to Harada when he was catching up; but Jacque's 1997 record remained unbroken.

Harada still leads Capirossi in the point standings, 104-90, but Rossi catches right up on 85, pushing Ukawa and his 73 points back to fourth, while Aoki displaces Jacque to claim fifth on 64 points.

125cc GRAND PRIX

Kazuta Sakata started from pole and took an immediate lead, and it seemed he might achieve the dreamed-of break-away as Masaki Tokudome, Mirko Giansanti and Lucio Cecchinello battled over the lead of a huge pack, slowing each other down.

Melandri, just 15 years old, had other ideas, and he quickly found his way into

second to start working on a gap that was still around a half-second.

He was on Sakata's back wheel by lap six and the pair of the gradually drew away, inches apart.

It all came down to the last lap, and though Sakata fought back after Melandri's first attack, the second was timed perfectly for the run into the final chicane, and the teenager did it just right to lead his rival over the line by less than .030 of a second.

But Sakata did have his championship lead to think about, and second place was enough to stretch that still further.

Manako's third came after an amazing ride through after finishing lap one in 14th place. He caught the pursuit pack with only one lap left, and by the end of it he had passed four riders to lead Cecchinello, Tokudome, Giansanti, Roberto Locatelli and Fred Petit across the line by inches.

Sakata now has 131 points, with Melandri and Manako equal on 97, and his next rivals, Cecchinello and Masao Azuma, on 66 and 65, respectively. **CN**

Dutch Grand Prix Assen, Holland

Results: June 27, 1998

125cc QUALIFYING: 1. Kazuto Sakata (2:13.411); 2. Masaki Tokudome (2:14.473); 3. Tomomi Manako (2:14.659); 4. Mirko Giansanti (2:14.728); 5. Masao Azuma (2:14.729); 6. Marco Melandri (2:14.854); 7. Roberto Locatelli (2:14.939); 8. Lucio Cecchinello (2:15.049); 9. Ivan Goi (2:15.438); 10. Steve Jenkner (2:15.547); 11. Arnaud Vincent (2:15.602); 12. Frederic Petit (2:15.629); 13. Youichi Ui (2:15.712); 14. Gino Borsoi (2:15.725); 15. Hiroyuki Kikuchi (2:15.877); 16. Gianluigi Scalvini (2:15.892); 17. Jeronimo Vidal (2:16.644); 18. Emilio Alzamora (2:16.653); 19. Federico Cerroni (2:16.813); 20. Angel Nieto Jr. (2:16.892); 21. Jaroslav Hules (2:17.124); 22. Yoshiaki Katoh (2:17.420); 23. Juan Maturana (2:17.505); 24. Andrea Iommi (2:19.218); 25. Hans Koopman (2:20.565); 26. Christian Manna (2:20.767); 27. Wilhelm Van Leeuwen (2:22.210); 28. Harold De Haan (2:22.513).

125cc GRAND PRIX: 1. Marco Melandri (Hon); 2. Kazuto Sakata (Apr); 3. Tomomi Manako (Hon); 4. Lucio Cecchinello (Hon); 5. Masaki Tokudome (Apr); 6. Mirko Giansanti (Hon); 7. Roberto Locatelli (Hon); 8. Frederic Petit (Hon); 9. Steve Jenkner (Apr); 10. Masao Azuma (Hon); 11. Gino Borsoi (Apr); 12. Youichi Ui (Yam); 13. Hiroyuki Kikuchi (Hon); 14. Ivan Goi (Apr); 15. Jaroslav Hules (Hon); 16. Arnaud Vincent (Apr); 17. Angel Nieto Jr. (Apr); 18. Federico Cerroni (Apr); 19. Juan Maturana (Yam); 20. Jeronimo Vidal (Apr); 21. Andrea Iommi (Hon); 22. Hans Koopman (Hon); 23. Wilhelm Van Leeuwen (Hon); 24. Harold De Haan (Hon); 25. Yoshiaki Katoh (Yam); 26. Gianluigi Scalvini (Hon); 27. Christian Manna (Yam).
Time: 38 min., 27.391 sec.

Distance: 17 laps, 63.7 miles
Average Speed: 99.448 mph
Margin of Victory: 0.028 sec.
Fastest Lap: Tomomi Manako, 2:14.378, Lap 16

125cc WORLD C'SHIP POINT STANDINGS (After 7 of 15 rounds): 1. Kazuto Sakata (131/3 wins); 2. (TIE) Marco Melandri/Tomomi Manako (97/1); 4. Lucio Cecchinello (66/1); 5. Masao Azuma (65); 6. Masaki Tokudome (57); 7. Frederic Petit (53); 8. Gianluigi Scalvini (48); 9. Mirko Giansanti (46); 10. Noboru Ueda (45/1); 11. Youichi Ui (38); 12. Roberto Locatelli (33); 13. Steve Jenkner (29); 14. Hiroyuki Kikuchi (28); 15. Angel Nieto Jr. (24).

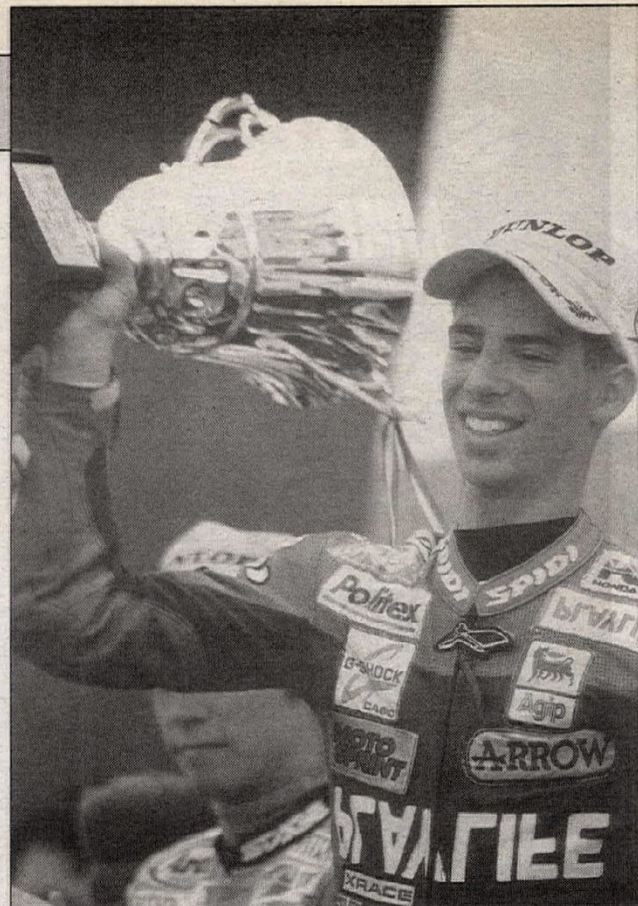
250cc QUALIFYING: 1. Loris Capirossi (2:05.567); 2. Tetsuya Harada (2:05.660); 3. Valentino Rossi (2:06.031); 4. Jurgen Fuchs (2:06.621); 5. Haruchika Aoki (2:06.630); 6. Tohru Ukawa (2:07.390); 7. Olivier Jacque (2:07.427); 8. Stefano Perugini (2:07.708); 9. Sebastien Porto (2:08.304); 10. Osamu Miyazaki (2:08.319); 11. Takeshi Tsujimura (2:08.377); 12. Roberto Rolfo (2:08.455); 13. Noriyasu Numata (2:08.476); 14. Jeremy McWilliams (2:08.544); 15. Jose-Luis Cardoso (2:08.691); 16. Luca Boscoscuro (2:08.787); 17. William Costes (2:09.124); 18. Jason Vincent (2:09.282); 19. Davide Bulega (2:09.399); 20. Yasumasa Hatakeyama (2:09.404); 21. Johan Stigefelt (2:09.480); 22. Luis d'Antin (2:09.595); 23. Ivan Clementi (2:10.671); 24. Maurice Bolwerk (2:11.331); 25. Jarno Janssen (2:11.639); 26. Rudie Markink (2:13.224); 27. Andre Romein (2:14.116).

250cc GRAND PRIX: 1. Valentino Rossi (Apr); 2. Jurgen Fuchs (Apr); 3. Haruchika Aoki (Hon); 4. Luis d'Antin (Yam); 5. Tohru Ukawa (Hon); 6. Sebastien Porto (Apr); 7. Takeshi Tsujimura (Yam); 8. Jason Vincent (Hon); 9. Luca Boscoscuro (Hon); 10. Roberto Rolfo (Hon); 11. Noriyasu Numata (Suz); 12. Jeremy McWilliams (Hon); 13. William Costes (Hon); 14. Ivan Clementi (Yam); 15. Johan Stigefelt (Suz); 16. Yasu Hatakeyama (Hon); 17. Davide Bulega (Hon); 18. Jarno Janssen (Hon); 19. Maurice Bolwerk (Hon); 20. Rudie Markink (Hon); 21. Andre Romein (Hon); 22. Jose-Luis Cardoso (Yam); 23. Loris Capirossi (Apr); 24. Tetsuya Harada (Apr); 25. Olivier Jacque (Hon); 26. Stefano Perugini (Hon).
Time: 38 min., 31.905 sec.

Distance: 18 laps, 67.5 miles
Average Speed: 105.09 mph
Margin of Victory: 19.184 sec.
Fastest Lap: Tetsuya Harada, 2:06.452, Lap 3.

250cc WORLD C'SHIP POINT STANDINGS (After 7 of 15 rounds): 1. Tetsuya Harada (104/3 wins); 2. Loris Capirossi (90/1); 3. Valentino Rossi (85/1); 4. Tohru Ukawa (73); 5. Haruchika Aoki (64); 6. Olivier Jacque (56); 7. (TIE) Jurgen Fuchs/Luis d'Antin/Stefano Perugini (45); 10. Takeshi Tsujimura (43); 11. (TIE) Marchellino Lucchi/Jose-Luis Cardoso (36/1); 13. Jeremy McWilliams (35); 14. Daijro Katoh (25/1); 15. Jason Vincent (24).

500cc QUALIFYING: 1. Mick Doohan (2:02.092); 2. Simon Crafar (2:02.491); 3. Norick Abe (2:02.601); 4. Max Biaggi (2:02.881); 5. Carlos Checa (2:02.912); 6. Alex Barros (2:03.128); 7. Luca Cadalora (2:03.261); 8. Nobuatsu Aoki (2:03.269); 9. Alex Criville (2:03.469); 10. Ralf Waldmann (2:04.064); 11. Tadayuki Okada



Marco Melandri - a GP winner at only 15. He also holds down second in the 125cc World Championship thus far in 1998.

(2:04.286); 12. Jurgen van den Goorbergh (2:04.361); 13. Sete Gibernau (2:04.837); 14. Kenny Roberts Jr. (2:04.961); 15. Jean-Philippe Ruggia (2:05.432); 16. Garry McCoy (2:05.754); 17. Juan Borja (2:05.812); 18. John Kocinski (2:04.961); 19. Regis Laconi (2:06.108); 20. Bernard Garcia (2:07.244); 21. Matt Wait (2:09.126); 22. Scott Smart (2:09.883).

500cc GRAND PRIX: 1. Mick Doohan (Hon); 2. Max Biaggi (Hon); 3. Simon Crafar (Yam); 4. Alex Barros (Hon); 5. Carlos Checa (Hon); 6. Alex Criville (Hon); 7. Nobuatsu Aoki (Suz); 8. Tadayuki Okada (Hon); 9. Regis Laconi (Yam); 10. Jurgen van den Goorbergh (Hon); 11. Garry McCoy (Hon); 12. Kenny Roberts Jr. (Mod); 13. Matt Wait (Hon); 14. Scott Smart (Hon); 15. Bernard Garcia (Hon); 16. Norick Abe (Yam); 17. Sete Gibernau (Hon); 18. Luca Cadalora (Suz); 19. Juan Borja (Hon); 20. Jean-Philippe Ruggia (Muz).
Time: 41 min., 17.788 sec.

Distance: 20 laps, 75 miles
Average Speed: 108.996 mph
Margin of Victory: 0.560 sec.

Fastest Lap: Mick Doohan, 2:02.941, Lap 20
500cc WORLD C'SHIP POINT STANDINGS (After 7 of 15 rounds): 1. Max Biaggi (118/1 win); 2. Mick Doohan (115/3); 3. Alex Criville (113/2); 4. Carlos Checa (106/1); 5. Nobuatsu Aoki (56); 6. Norick Abe (51); 7. Simon Crafar (50); 8. Alex Barros (47); 9. John Kocinski (43); 10. Tadayuki Okada (37); 11. Sete Gibernau (34); 12. Regis Laconi (29); 13. Ralf Waldmann (28); 14. Kenny Roberts Jr. (24); 15. Garry McCoy (20).

Briefly...

Luca Cadalora has quit the Suzuki team after just one of two planned rides. The Italian, who joined after a strong performance at testing at Barcelona, was slated to race the bike at Donington Park as well. But he was unhappy with the bike's handling at Assen and said, "I need to test the bike away from a race to make the improvements I need." Team manager Garry Taylor said: "We only planned two races with Luca, just a week apart, so there was no time to do any testing. We're releasing him with no hard feelings, and I'm sorry that we can't go any further at this time." Cadalora had been erratically brilliant at Assen. He fell on the first day of practice and was all at sea. The next morning he was slower only than Doohan, and in the afternoon was a serious front-row contender. In the race, he was stuck behind Alex Criville when he lost the front wheel and crashed again. "At least this time it was at a slow corner," he said afterward.

Cadalora's surprise move opened speculation that the Italian may be on the brink of a deal with another team - either to move back to Yamaha or possibly to take over John Kocinski's Movistar Honda. Luca Cadalora's **Suzuki** debut at Assen coincided with something of a revival for the troubled third Japanese factory team - but the affair was fraught throughout the weekend. He blamed a chassis geometry requiring excessive counter-steering for his first crash, and after running in the wet, "where it is easier to identify these things," he went further: "It's not a little problem that you only find at the limit. It's a big problem you can feel at only 80 percent."

Has the Grand Prix return of **John Kocinski** gone sour? Has the World Superbike Champion walked out on his team? Or is it just a little blip on the graph? Speculation was rife at Assen after Kocinski left early after a poor practice performance, blaming the injury incurred in the Madrid GP and saying he would probably

also miss the British GP. Kocinski suffered a major abrasion to the little finger on his left hand, and it was far from healed when he came to Assen. After ending up 19th in qualifying, he left early, saying: "It's useless to race in my condition. It's not safe... for me or the other riders, and impossible to score a decent result. I have to be realistic and accept things as they are." Movistar Honda team owner Sito Pons' comments were revealing of some dismay in the team. "This is John's decision and there's nothing we can say about it, but we respect what he wants to do. We cannot force him to race if he doesn't feel ready." But there were rumors of more serious dissent within the Movistar pit, where his so-called junior teammate Carlos Checa has been consistently out-ranking him, as well as of willful damage to his motorcycle, as when his Suzuki 250cc career collapsed midseason in 1993. This marks the halfway point of the World Superbike Champion's return to GPs, and so far it has fallen short of expectations. "I have what I need," Kocinski has insisted all along, and that it would only be a matter of time before he regained the front. But luck has not been on his side. His latest injury came after he was knocked off the track from behind by a late-braking Alex Barros on the first lap of the last GP.

High drama in the closing minutes of the 500cc qualifying session began when Modenas rider **Ralf Waldmann** crashed into the Airforce at one of the tighter corners of the track after his three-cylinder motor seized. The German followed the bike under the billowing plastic Airforce, and the bike exploded into flames. Marshals quickly pulled Waldmann out of harm's way and got the fire under control. Practice had already been red-flagged by then, because of the damage to the Airforce, and the bikes were held in the pits for some 20 minutes while it was repaired. Waldmann suffered a wrist fracture, missing not only the Dutch round but most likely next weekend's British round as well.

The second drama was because the accident happened with just two minutes and 12 seconds of the session remaining. A number of riders, including **Mick Doohan**, were already engaged in the final sprint for grid positions, and had to abort crucial hot laps.

Restarting practice would give them one chance - if they could complete the out lap within the time available - and a standing-start 2:12 lap is no mean achievement. A gang of 14 riders gathered at the pit exit, waiting for the green light. One waited at the other end of the pits - Doohan, his eyes fixed on his crew chief, Jerry Burgess, in the pit, who was counting off the seconds. He sent his rider off just before the lights went green so that when he arrived at the pit exit the traffic was clearing, but he was already doing 50 mph or more. By the time he got to the first corner, he was in second place, soon to lead. Six other riders followed him around to get a second timed lap. For Alex Criville, Norick Abe and Alex Barros, as for Doohan, it was their fastest of the session. Tadayuki Okada, Juan Borja and Sete Gibernau got a time in, but did not improve. Those who failed to make the cut included Carlos Checa, Cadalora, Laconi and Jurgen van den Goorbergh.

Yamaha's long-standing absentee **Jean-Michel Bayle** withdrew from the Dutch GP after a recurrence of headache problems, following more-or-less successful tests at Barcelona the week after the Madrid GP. Ironically, his team boss, Wayne Rainey, had just watched top substitute Luca Cadalora walk away to Suzuki, as he dutifully kept the seat open for the Frenchman, who has yet to race this year.

Randy Mamola caused a stir on the first day of practice, dressing up in full helmet and leathers and walking into the Team Rainey pit as if to climb aboard Bayle's bike. As Rainey watched, chuckling, mechanics and "teammate" Norick Abe looked on in amazement.

Sete Gibernau's much-improved form on the **V-twin Honda** came after a switch to a 250cc-sized rear tire from the intermediate size usually used on his factory 500. Previous rider Takuma Aoki got much better results using the large tire, but when he tried a 250 tire, though faster, it would last only a handful of laps. Gibernau's smoother riding style - as well as improved tire endurance - may be the key to the breakthrough.

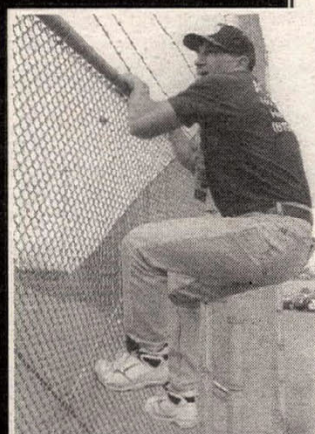


MW2 journeys to the International Six Days Enduro US Qualifiers, where Jerry joins off-road stars Scott Summers and Chris Smith in an attempt to win a spot on Team USA. Jerry, who was raised in the woods of New England is actually a skilled off-road rider. He's tough, he's in shape and he can ride. If he qualifies for Team USA what will the rest of the world think of us? Find out on MW2 Rev It Up!!!

Then, MW2 Rev It Up treks to ... Alaska, the land of the midnight sun, the Moose, the Bald Eagle, the Grizzly Bear, King Crab and the Salmon. Alaska, where MW2 Rev It Up will journey with Guy Cooper and Jerry Bernardo to see the Northern Lights. Coop and Jerry will both compete in the Alaska MX and then explore our northern-most state on Dual-sport bikes. It's summer in the Great White North and they can ride in sunlight 24 hours a day! Jerry's last words, "Don't send me out in the forest where, I might get eaten by a bear." Motocross, Cooper, Alaska, Jerry being eaten by a bear, only on MW2 Rev It Up!!!



In July 1776 our nation's founders signed off on the Declaration of Independence and had a party. In July 1998 MotoWorld will celebrate another great month of racing! There are three big AMA Motocross Nationals in July, a GNCC, Hill Climbs, Drag Racing, Road Racing, profiles and interviews with the stars. See it all on MotoWorld! It's the patriotic thing to do.



A Championship in the AMA National Motocross Series means big bucks, multi-year contracts, fame, and a cool number one plate for your bike. The AMA 125cc National Motocross Championship and the AMA 250cc National Championship are still up for grabs in July. In the 125cc class, Dowd, Lamson, and Button are all gunning to knock Ricky Carmichael off the top of the box and secure good jobs for next season. The action is even hotter in the 250cc class as Albie, McGrath, Ward, Lusk, Henry, LaRocco, Emig or Windham could earn a victory at any track any time. It's a "Battle Royal" in July on the AMA National Motocross Series!

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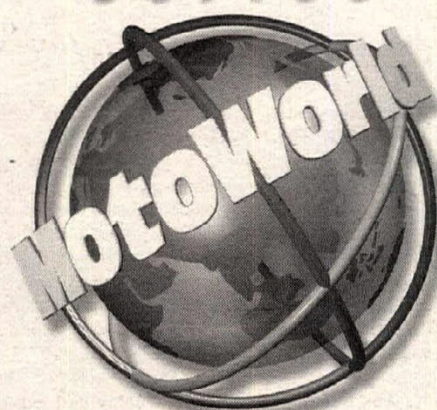
Date	Eastern Time	Description
7/1/98	4:00 AM	MotoWorld (R)
7/1/98	12:00 PM	Southwick, MA Motocross (R)
7/2/98	6:30 PM	MotoWorld
7/3/98	10:00 PM	Budds Creek, MD Motocross
7/5/98	3:30 AM	MW2 Rev It Up
7/5/98	11:00 AM	MotoWorld (R)
7/6/98	3:00 AM	MotoWorld (R)
7/6/98	1:00 PM	Budds Creek, MD Motocross (R)
7/9/98	6:30 PM	MotoWorld
7/10/98	6:30 PM	MW2 Rev It Up
7/11/98	2:30 PM	MotoWorld (R)
7/13/98	3:30 AM	MW2 Rev It Up
7/14/98	3:00 AM	MotoWorld (R)
7/16/98	6:30 PM	MotoWorld
7/18/98	1:00 PM	Buchanan, MI Motocross
7/19/98	12:00 PM	MotoWorld (R)
7/22/98	3:00 AM	MotoWorld (R)
7/22/98	12:00 PM	Buchanan, MI Motocross (R)
7/22/98	7:30 PM	New Berlin, NY Motocross
7/23/98	6:30 PM	MotoWorld
7/24/98	6:30 PM	MW2 Rev It Up
7/26/98	9:30 AM	MotoWorld (R)
7/27/98	2:00 AM	MotoWorld (R)
7/27/98	3:00 AM	MW2 Rev It Up
7/30/98	6:30 PM	MotoWorld

espn2

THIS WEEK'S SPECIALS:

AMA Supercross Series

125cc 250cc AMA Motocross



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RELIABILITY ENDURO
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Final Round: Lorretta Lynn's Dude Ranch

Smith doesn't forget

By Steve Berkner

HURRICANE MILLS, TN, JUNE 20-21

After nearly a two-year absence from competing in the National Reliability Enduro Series, four-time series champion Rodney Smith proved he's still the man to beat. The Suzuki factory rider set the fastest times in all 10 of the two-day qualifier's special tests.

Smith, who was unable to defend his fourth consecutive Reliability Enduro Series Championship in 1997 when Team Off-Road Suzuki began concentrating on the National GNCC series, tallied a 111-second lead over second-place finisher Mike Lafferty to win the event at Lorretta Lynn's Dude Ranch.

"This is like a win-win deal for me," Smith said. "I came here to get some experience on a 125. I'll be riding a 125 at Six Days this year, so I figured I better prove that I can win (an ISDE-race format) on one. I've always raced 250s (off-road) and basically have no off-road experience on one. I'll have to admit coming here I was second-guessing my chances at winning the overall on a 125. I thought, 'Maybe I should be riding a 250 here and concentrate on the 125 later.' I still motocross 125s occasionally, but I've never raced one off-road."

"What bothered me the most was, Could I adapt to the smaller bike?" added Smith, the former Grand Prix motocrosser and two-time Brazilian 125 and 250cc National Motocross Champion. "Even walking the tests on Friday, I thought for sure the bigger bikes had too much of an advantage. With all the hills, I was almost convinced that an overall was out of the question. I guess I didn't disappoint anybody, especially myself."

(Left) Rodney Smith rode a 125cc Suzuki to the overall win in the Reliability Enduro Series round at Lorretta Lynn's Dude Ranch. Smith hadn't raced in the series for two years.

(Below) Mike Lafferty rode his KTM to second place overall, claiming the Heavyweight Two-Stroke National Championship in the process.



(Right) Luca Trussardi (314) and Randy Hawkins (116) splash through a water-crossing en route to 10th and eight-place overall finishes, respectively. (Below) Barry Hawk ended up third overall on his Yamaha, taking the Middlebore Four-Stroke title along the way.



test of the (two-day) event. About halfway through the test, I hit a tree head on. There was nothing I could do, so I just closed my eyes and held on. It completely brought me to a stop and really broke my rhythm. And that's the last thing you want to have happen on a 125. That's the biggest difference between riding a 250 and a 125 - keeping your momentum. With a 250, you can usually make up the difference with horsepower. With a 125, you have to ride smooth and be aggressive all the time."

Hawkins had trouble with a tree as well.

"In the first test (on Saturday), my rear tire bounced off a tree root and I crashed hard when my bars caught a tree," Hawkins said. "It was scary. I think I heard trees breaking. I recovered pretty good in the next test and my times remained respectable, but it ultimately cost me the (middlebore 400cc four-stroke) class championship."

Hawkins finished that test 54 seconds off Smith's pace of 779 seconds.

Hawkins' other score did hold up for a first in class and fourth overall after day one, but his day-two scores finished just off the mark, with Hawkins' Yamaha teammate Barry Hawk taking control of the 400cc Four-Stroke class.

"I rode with Randy both days and I knew he was hurting after that crash," Hawk said. "Saturday he hung in there, but Sunday was a different story. He led (in the trail sections) on Saturday and he was still riding pretty smooth, but on Sunday he let me lead so he could read my lines."

Hawk's scores also improved on Sunday, where he scored the second-fastest terrain test in the first test of the day. Smith put together an 811-second effort, with Hawk posting a score of 824.

"Day two was better for me," Hawk said. "This was my first qualifier ever and I definitely started to get the hang of it on Sunday."

The two-day qualifier, which was put on by GNCC series promoter Racer Productions, used 68 miles of mostly single- and two-track trails with four fixed special test areas and three check locations. The event consisted of two loops on Saturday, where Parc Ferme (the start/work area) served as check one, four and seven. Checks two, three, five and six were the only "out checks." Because of rain on Sunday, the day-two event was shortened to just one loop with four tests and four checks.

"We took a little different approach here," Racer Productions' Jeff Russell, 1991 National Enduro Champ and six-time ISDE participant, explained. "Although this is part of the National Reliability Enduro Series (which quali-

fies riders for the ISDE), we didn't think it needed all of the complexities that encompass an actual ISDE. We followed the basic rules, like marked parts, impounding and no outside assistant, but limited the number of checks and made the trail pace easier. We also tried to put more emphasis on designing special tests to resemble what ISDE riders would experience. Like Six Days, we let the riders 'ride through' the terrain tests (or Enduro Tests) the first time they see them (during their first loop.) The Grass Tracks (or Cross Tests) have been marked in advance and will be timed each time the riders ride through them."

"J.R. (Jeff Russell) did an awesome job," Smith said. "The problem with our qualifier series in the past is, all it did was qualify riders for Six Days. It didn't really prepare them for what Six Days was going to be like. Six Days consists of long days with plenty of difficult tests. Here we had exactly what Six Days is all about."

CN

Loretta Lynn's Dude Ranch Hurricane Mills, Tennessee Results: June 21, 1998

OVERALL: 1. Rodney Smith (Suz); 2. Mike Lafferty (KTM); 3. Barry Hawk (Yam); 4. Chris Smith (Hon); 5. Robbie Jenks (Yam); 6. Scott Summers (Hon); 7. Destry Abbott (Kaw); 8. Randy Hawkins (Yam); 9. Heath Bennett (Yam); 10. Luca Trussardi (Kaw).

Briefly...

All of the major off-road motorcycle **manu-facturers** were represented, with riders getting support by KTM, Honda, Kawasaki, Suzuki and Yamaha. Aftermarket companies FMF and IMS also were represented.

After the race, the praise was unanimous for the Racer Productions-sponsored event, with kudos going to organizers **Jeff Russell** and Racer Productions. "When we heard that the Two-Day Championship was available this year, we knew we wanted to get involved," Russell said. "Last year we tried a one-day event and the response was overwhelming. We understand that the FIM is looking at scheduling one of the World Enduro rounds (which resembles our Qualifier Enduro rules) in the United States. Racer Productions would love to host such an event at Loretta Lynn's."

Two **protests** were filed with the AMA in the newly formed Small-bore (0-250cc) Four-Stroke class, questioning whether class winner Chris Smith and runner-up Luca Trussardi were "legal." Both the Honda XR (Smith) and Kawasaki KLX (Trussardi) had the proper "bore and stroke." After the teardowns, Smith said: "I'm actually kind of glad we got protested. I know people were probably wondering if we were stock (displacement) anyway. This way we all know the answer."

Lafferty's grass-track times did hold and he finished second to Smith in four out of the two-day qualifier's six grass tracks.

"That's what we came here to concentrate on," said Lafferty, the reigning National Enduro Series Champion. "The other two qualifiers I rode this year were scored as part of the National Enduro Series, and the pressure was on me to win. Here (with no enduro series points on the line), I was able to back off a little and work on technique and bike setup for Six Days."

Yamaha's Randy Hawkins and Kawasaki's Destry Abbott scored the other two fastest grass-track times. Both of those tests were held on day one at the Loretta Lynn's motocross track. Hawkins took the morning's second-fastest-time honors, finishing just five seconds behind Smith's score of 380 seconds. Abbott took the afternoon runner-up slot with a score of 380 - 16 seconds behind Smith.

"I really had problems getting things going here," said Abbott, who finished seventh overall and third in the 175cc-plus two-stroke class. "I didn't even know I was coming until midweek, so I had to borrow a bike. I flew out here on Friday and brought along my suspension and stuff. Saturday, I spent most of the day just getting used to the unfamiliar bike. I'm not a tight woods rider and by midmorning I had to cut two inches off my bars. I finally got thing going on Saturday afternoon, and I was really looking forward to that final motocross test."

Smith's biggest win in a special test came during Saturday's last terrain test (test 5), where he bested Lafferty by 26 seconds. It was here where the Oakley, California, native took control.

"I'm real surprised that I did that well," Smith said. "It felt like my worst

Although Smith dominated the 91-rider field, no overall winner was officially recognized. According to the AMA's Hugh Fleming, "The Tennessee Two-day Qualifier is held primarily to declare individual class champions in each of the six recognized classes: 0-125cc and 175cc-plus two-stroke classes; 0-250cc, 251-400cc, and 500cc-plus four-stroke classes; and the Senior (40-years-or-older) Class."

Smith's overall two-day score of 5096 gave him the Lightweight (0-125cc) Two-Stroke National Championship. Finishing second overall and claiming the Heavyweight (175cc-plus) Two-Stroke National Championship was KTM-mounted Lafferty, who scored a 5206. GNCC specialist Barry Hawk and his Yamaha were third overall with a score of 5290. Hawk won the Middlebore (251-400cc) Four-Stroke National Championship.

Other National Reliability Enduro Series Class Champions included Works Enduro Riders Chris Smith in the Small-bore (0-250cc) Four-Stroke class. Smith and his Honda finished fourth overall with a score of 5344. Summers Racing Components' Scott Summers carded a score of 5363 on his Honda to win the Big-bore (500cc-plus) Four-Stroke Championship. Summers finished sixth overall behind Sport Cycle Racing/Yamaha's Robbie Jenks, who competed in the Heavyweight Two-Stroke class and carded a score of 5360. Fredette Racing Product's Jeff Fredette finished 19th overall and won the Senior Class National Championship with a score of 5688 on his Kawasaki.

"I think Rodney did an excellent job here," Lafferty said. "I knew I would give up some ground to him on the grass track, but I thought I could make it back in the longer terrain tests. I tell ya, when it comes to qualifiers, he's just unstoppable."

CYCLE NEWS

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MOTOCROSS

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Team Pepsi-Honda's Yves Demaria shocked the American MX fans when he won the U.S. round of the '94 250cc World MX Championship Series at Budd's Creek, Maryland. Demaria led a massive European revolt eager to beat the dominant Americans at their own round of the World Championships. 47 minutes from Motovideo. \$24.95

(#162B) '91 AMA Nat'l MX Season Review

Follow the 13 stops on the 1991 AMA National MX Series as Mike Kiedrowski duels with Guy Cooper for the #1 plate title honors; 250cc and 500cc action follow the dominance of J.M. Bayle over Stanton, Ward, and Bradshaw. Approx. 2 hours (2-tape package) from Powersports Video. \$42.95

(#162C) '92 AMA Nat'l MX Season Review

The definitive video review of the 1992 AMA National 125, 250 & 500 Motocross Series. Narrated by Larry Maier; 90 minutes from Powersports Video. \$34.95

(#162D) '93 AMA Nat'l MX Season Review

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Narrated by Larry Maier, it's all here-highlights of the entire 1994 AMA 250cc National MX Championship Series. 60 minutes from Motovideo. \$24.95

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(#2104) 1997 World 125cc MX Series Review

1997's rivalry between Chiodi & Puzar led to some great battles across mud & sand around the world. Features every round. 90 minutes from White Star/Duke Video. \$34.95

(#2110) 1997 Motocross des Nations

The world's biggest motocross talents gathered in Belgium to fight for the ultimate crown. Witness what really happened the year America lost MXdN honors. 90 minutes from White Star/Duke Video. \$34.95

SUPERCROSS

(#50) Arenacross Madness

An action-packed music video showcasing all the best features that have made Mike Kidd's AMA National Arenacross Series such a hit with motorcycle fans all over the United States. 30 minutes from Motovideo. \$24.95

(#325B) Airtime - Thrills of Supercross

A review of each round of the 1992 AMA Camel Supercross series as Jeff Stanton, Damon Bradshaw, Guy Cooper, Jeff Matasevich, Jeff Ward and the rest go for the gold. 60 minutes from Motovideo. \$24.95

(#325C) All Crossed Up

This review of the entire 1993 Supercross season sees the emergence of Jeremy McGrath as "the greatest Supercross rookie sensation" in history. Trying to achieve his own personal record, Guy Cooper tries all season for his first AMA Supercross win in his farewell tour of the series. 1993 also marks the final year for Damon Bradshaw, as he turns in his early retirement. 60 minutes from Motovideo. \$24.95

(#325E) Lightning Strikes Twice

A review of all 15 Coors Light Challenge rounds of the 1994 AMA Supercross Series as Jeremy McGrath steamrolled the 250cc class on the way to his second consecutive title. Also includes highlights of Eastern and Western 125cc rounds. 60 minutes from Motovideo. \$24.95

(#325F) Supercross Attack

From Orlando to Las Vegas, follow Jeremy McGrath as he collects his third consecutive AMA-sanctioned U.S. Supercross Series championship in 1995. Includes highlights of 14 rounds with behind the scenes profiles on how it all happens. 60 minutes from Motovideo. \$29.95

(#325H) Bar to Bar

Jeff Emig swipes the #1 plate away from Jeremy McGrath. See the best talent on the planet go bar to bar in this review of the entire 1997 AMA Supercross Series. Great behind-the-scenes footage and intense racing, one of the best Supercross Series ever! 70 minutes from X-Factor. \$19.95

TOURING/ROAD RIDING CRUISING

(#106A) 50 Years of Daytona

400,000 enthusiasts descended on Daytona for the 1991 50th anniversary of Bike Week. See the "Main Street" & Harley scene from the biggest year ever. 60 minutes produced by Panacom from Progressive Design. \$22.95

(#213) The Roads of Colorado

Actual footage of selected roads and points of interest throughout Colorado. This video makes an ideal tool for anyone planning a motorcycle trip through the Rockies. 90 minutes from L&M Productions. \$29.95

(#1293) Postcard from Daytona

Join the millions who make this the world's biggest & most colorful Hog party. Cruise Main Street and Daytona Beach & check out demolition derbies, stunt demos, and sunbored tourists...everything that happened away from the racetracks during Bike Week '96. 61 minutes from White Star/Duke Video. \$34.95

ROAD RACING

(#9) U.S. Grand Prix 1988

Real Grand Prix road racing for the World Championship revives in America as Steady Eddie Lawson and Fast Jimmy Fille beat the best at Laguna Seca. From Powersports Video. \$33.95

(#41) Bike Experience

Race with Wayne Gardner as you crouch over the handlebars of a 200 mph Grand Prix Honda in actual race conditions! 60 minutes. From Powersports Video. \$34.95

(#248A) 1994 AMA Superbike Series Review

Troy Carter, Jamie James, Colin Edwards, Fred Merkel and the rest fight to the finish line in this highlight video of the '94 U.S. Superbike Series. 40 minutes from Motovideo. \$24.95

(#248B) 1995 AMA Superbike Series Review

With all the familiar top names (Coser, Edwards and Russell) returning to the WSB was after the first AMA round at Daytona, the Smokin' Joe's dynamic duo of Mike Hale and Miguel Duhamel stormed their way through the rest of America to return the U.S. Superbike Series title back to the Honda mantle. You'll see highlights from each round in this 47-minute show from Motovideo. \$24.95

(#1492) 1992 Bike GP 500 Series Review

180 minutes from White Star/Duke Video. \$39.95

(#1519) 1993 Bike GP 500 Series Review

180 minutes from White Star/Duke Video. \$39.95

(#1541) 1994 Bike GP 500 Series Review

180 minutes from White Star/Duke Video. \$39.95

(#1559) 1994 Bike GP 125/250 Series Review

120 minutes from White Star/Duke Video. \$34.95

(#1561) 1995 Bike GP 500 Series Review

180 minutes from White Star/Duke Video. \$39.95

(#1579) 1995 Bike GP 125/250 Series Review

120 minutes from White Star/Duke Video. \$34.95

(#1705) 1996 Bike GP 500 Series Review

180 minutes from White Star/Duke Video. \$39.95

(#1580) 1996 Bike GP 125/250 Series Review

120 minutes from White Star/Duke Video. \$34.95

(#1721) 1997 Bike GP 500 Series Review

The complete official record of Mick Doohan's stunning season & the battles going on around him through all 15 World C'Ship rounds. 3 hours of action, on-bike camera, interviews and informed commentary. 180 minutes from White Star/Duke Video. \$39.95

(#1581) 1997 Bike GP 125/250 Series Review

This 2 hour official review provides some of the seasons hairiest racing, packing all the 250 rounds and the best of the 125s into some scorching viewing. Includes great on-bike camera. 120 minutes from White Star/Duke Video. \$34.95

(#1490) On-Bike GP Experience

Race with the best riders of the '92 GP season as the pack give chase just inches away from the camera! Superb sounds of GP bikes in action in full stereo, with rider voice-overs. 65 minutes from White Star/Duke Video. \$34.95

(#1576) On-Bike GP Experience 2

All-action compilation of the best 1990's on-bike recordings right up to the last GP of '96. Jump into the hot seat with Doohan, Criville, Cadalora, Kocinski, Rainey, Schwantz, etc. as Randy Mamola's commentary guides you around all the famous circuits. 75 minutes from White Star/Duke Video. \$34.95

(#1537) On-Bike Nurburgring Experience

A rare chance to "ride" this demanding German circuit & learn how the experts do it, then ride with Helmut Dahne on the fastest on-bike lap of the "Ring" ever recorded. 55 minutes from White Star/Duke Video. \$34.95

(#1480) Best Bike GPs of the Decade

Re-live not just the best action from the '80s, but also the 10 very best races as chosen & presented by the stars themselves: Rainey, Schwantz, Mang, Haslam, Gardner, Pons, Mamola, Lawson, Roberts and Sarron. 55 minutes from White Star/Duke Video. \$34.95

(#1494) Rainey's Year: 1992

Fascinating insights into the workings of a top GP team as the triple World Champ's greatest season unfolds under the guidance of Kenny Roberts. Follow them from testing to the final victorious race. 75 minutes from White Star/Duke Video. \$34.95

(#1521) Schwantz: World Champion 1993

He may be gone from the scene - but there's no way you can forget him! Here's King Kevin on his way to winning his first World Championship, with music from Queen, brilliant race action and intimate off-track footage. 60 minutes from White Star/Duke Video. \$34.95

(#5903) Champion: Kenny Roberts

A profile of the racing career of the legendary Kenny Roberts. 69 minutes from White Star/Duke Video. \$34.95

(#5904) Champion: Barry Sheene

A profile of the racing career of British GP star Barry Sheene. 65 minutes from White Star/Duke Video. \$34.95

(#5932) Champion: Mick Doohan

A profile of the racing career of Australian GP star Mick Doohan. 65 minutes from White Star/Duke Video. \$34.95

(#5901) Champion: Geoff Duke

A profile of the racing career of the legendary Geoff Duke. 59 minutes from White Star/Duke Video. \$34.95

(#5902) Champion: Giacomo Agostini

A profile of the racing career of legendary Italian GP champ Giacomo Agostini. 75 minutes from White Star/Duke Video. \$34.95

(#5900) Champion: Mike Hailwood

A profile of the racing career of legendary British champion Mike "The Bike" Hailwood. 60 minutes from White Star/Duke Video. \$34.95

(#5956) Champion: Phil Read

A profile of the racing career of legendary Phil Read. 70 minutes from White Star/Duke Video. \$34.95

(#1540) Cutting Edge Bikes

Former racer Mat Oxley tests the championship GP machines of '94 including Mick Doohan's 500cc Honda, Biaggi's 250cc Aprilia, and Sakata's 125cc factory Aprilia. 72 minutes from White Star/Duke Video. \$34.95

"ISLE of MAN TT"

(#1070) History of the Isle of Man TT

A unique and definitive 3-part video history of the world's most famous motorcycle races, specially commissioned from David Wood, whose archive material is simply unsurpassed. Every Senior race winner is featured and there is action footage from the very first races and every event from 1920 to 1996. A 3-tape collection every TT fan will cherish for years to come. (Part 1: The Early Years 1907-39; Part 2: The

Championship Years 1947-76; Part 3: From Strength to Strength 1977-96). 216 minutes total, from White Star/Duke Video. \$69.95

(#1002) TT Tribute

Rare footage and a must for Mike Hailwood fans. "Diamond Senior '67" was one of the most thrilling TT races ever, with Hailwood on the ill-handling Honda 4 vs the Agostini. "Winning Formula '79" covers Hailwood's 14th TT win. 60 minutes from White Star/Duke Video. \$34.95

(#1055) Golden Mountain

Two memorable Hailwood years on one video. 1961 was a wonderful record of his stunning TT Jubilee Year debut. the 1963 Senior TT cast Hailwood vs. Hartle & Read in the last glory days of Norton, Matchless, AJS...52 minutes from White Star/Duke Video. \$34.99

(1296) Mad Sunday: The Fans' TT

The other side of this magic motorcycle festival, from pubs to bands, street parties, sand racing, club meets, and lots more. 60 minutes from White Star/Duke Video. \$34.95

(#5554) On-Bike TT Experience

"Addictive", "exhilarating", "breathtaking" - just some of the reactions we've had to this unique series which lets you "ride" the fearsome Isle of Man TT circuit on a variety of '90s machinery. Features solo & sidecar footage, stereo bike sounds and rider commentaries. 85 minutes from White Star/Duke Video. \$34.95

(#5559) On-Bike TT Experience 2

Live the TT in over an hour of superb on-bike and sidecar action. 80 minutes from White Star/Duke Video. \$34.95

(#5563) On-Bike TT Experience 3

The way it really looks from the rider's eye view around the eye of man...bloody frightening! Features for the first time, on-screen data logging. Scary and totally compulsive - see for yourself why the TT is a road race like no other. 89 minutes from White Star/Duke Video. \$34.95

(#1285) 1992 Isle of Man TT

A TT that British bike fans will long savor thanks to Hizzy's Senior victory on the Abus Norton and Carl Fogarty's outright record of 123.61 MPH on the last riveting, nail-biting lap. 105 minutes from White Star/Duke Video. \$34.95

(#1288) 1993 Isle of Man TT

Watch Hailwood's TT record fly out the window as Joey Dunlop scores his 15th win. 105 minutes from White Star/Duke Video. \$34.95

(#1295) 1994 Isle of Man TT

"The 11th Milestone"...best action from every race & on-bike footage in nearly every class (including the fastest-ever with Steve Hislop). 120 minutes from White Star/Duke Video. \$42.95

(#1300) 1995 Isle of Man TT

"Smokin' Joey"...full scorching story of Joey Dunlop's claim to "most successful TT rider ever". 146 minutes from White Star/Duke Video. \$42.95

(#1601) 1996 Isle of Man TT

"Natural Born Winners"...the longest-ever TT long review, bursting with great action, on-board cameras, chat and TT "color" in one big program. 151 minutes from White Star/Duke Video. \$42.95

(#1604) 1997 Isle of Man TT

"Blazing Saddles"...Over 2 hours of scorching 90th anniversary race action filmed trackside, on-bike and from the air, backed by a thundering soundtrack. 140 minutes from White Star/Duke Video. \$42.95

TRIALS

(#208A) 1996 Wagner Cup World C'Ship Trial

The best in the world came to the Stepping Stone Ranch in West Greenwich, Rhode Island for round #4 of the 1996 World Championship Series. See the American force put on their best effort vs. the world talent of Jordi Tarrés, Marc Colomer, Dougie Lampkin and the rest in this double-tape package. 4 hours from Technovideo. \$39.95

(#2043) This Is Motorcycle Trials

Packed with advice for beginners from maestros Sammy Miller and Steve Colley. Also full of history and interesting info for developing riders. 60 minutes from White Star/Duke Video. \$34.95

(#2056) This Is Advanced Motorcycle Trials

World Championship Techniques are demonstrated and explained by 1997 Trials des Nations winner Steve Colley, including 180-degree turns, back-wheel balancing and other advanced moves. 62 minutes from White Star/Duke Video. \$34.95

(#2047) Extreme Trials with Steve Colley

This brilliant tape offers one-to-one tuition from one of the world's leading trials exponents on mastering the most difficult maneuvers imaginable. 60 minutes from White Star/Duke Video. \$34.95

(#2057) Trials Superstars

The world's best in action at the 1996 Sheffield Indoor Arena Trial. 55 minutes from White Star/Duke Video. \$34.95

(#2061) 1997 Sheffield Arena Trial

Great close-up camera work shows international stars Colomer, Lampkin, Colley, etc. performing exceptional trials maneuvers over man-made obstacles, while trick-cyclist Ol P! dazzles the crowd with his own brand of magic. 55 minutes from White Star/Duke Video. \$34.95

(#208B) 1997 Wagner Cup World C'Ship Trial

All the top riders at the top of the High Sierras compete at Norm Taylor's Donner Ski Ranch. Spectacular rock formations challenge Marc Colomer trying to keep his title crown; Dougie Lampkin ascends to the top; Japanese teenagers Kuroyama & Fujinami put pressure to the stars. Tarrés in his swan song season, and Cobos jumps to the podium. 4 hours from Technovideo. \$39.95

SPEEDWAY

(#45G) 1997 U.S. Speedway National C'Ship

In a one-night, winner-take-all format, for the 28th consecutive year, the top 16 speedway racers from the United States meet at Orange County Fairgrounds in Costa Mesa, California. Bruce Flanders, Terry Clanton, Margo King, and Scott Dalosio call the action. Features the #1 and #2 riders in the world, and the best in the US! 60 minutes from RAZ Video. \$29.95

(#5950) Champion: Barry Briggs

A career profile of legendary British world champion speedway racer Barry Briggs. 75 minutes from White Star/Duke Video. \$34.95

DIRT TRACK

(#182) Smooth Moves

A review of the 1990 Camel Pro Series Championship, as Scott Parker and Chris Carr duelled all year for the title. 60 minutes from Missing Link Video. \$34.95

VINTAGE

(#118) Enduring Memories

Original narrated footage of classic enduro competitions, including the 1962 & 1964 Jack Pine Enduro, and the 1959 Greenhorn Enduro. This video illustrates how the bikes changed the sport in just five years. 45 minutes from Missing Link Video. \$34.95

(#1007) Against the Odds: Jarno Saarinen

The only film made in the '70s which chronicled the short, dazzling career of one of the most talented motorcycle racers of all time. 75 minutes from White Star/Duke Video. \$34.95

(#1027) Multi-Cylinder Magic

MV Agustas, Benelli & the Honda-6, back on the tracks of Europe in '95 with the men who made them famous. A real treat for the eyes and ears! 70 minutes from White Star/Duke Video. \$34.95

(#1602) TT Classic Magic

A nostalgic celebration of classic TT sights and sounds. Includes highlights of Moto Guzzi's 75th anniversary gathering, the '96 Classic Parade, VMCC rallies, club meets and unique on-classic-bike camera footage. 85 minutes from White Star/Duke Video. \$34.95

(#1258) Classic Superprix '89

Join Surtees, Taveri, Minter & Marshall at the largest gathering of ex-works GP bikes since the '50s - MV's, Gilera, the supercharged '39 AJS V-4 & Porcupine and the only running Honda-6 & Norton Cosworth! 52 minutes from White Star/Duke Video. \$34.95

(#1292) Daytona Classics '96: Return of the Legends

Soak up the unique flavor of the big AHRMA Monday at Daytona International Speedway with Duke and Gilera, BMW's Battle of the Legends, Stroud on the Britten, on-bike Harley footage and more. 60 minutes from White Star/Duke Video. \$34.95

(#8) Castrol History of Motorcycle Racing

Three-volume series from the David Wood archives of world-class motorcycle road racing. Volume 1: How It All Began & the TT (62 minutes); Volume 2: Birth of the GP & the Japanese Arrival (73 minutes); Volume 3: The Other Champions & Pressure, Money and the Need to Win (65 minutes). From White Star/Duke Video. \$99.95

(#1069) Classic Racer Experience

Here's your chance to join Dave Roper around the Isle of Man TT circuit on a Matchless G50 with all the classic sounds and sights on the big single. 30 minutes from White Star/Duke Video. \$29.95

(#1034) V-Four Victory

A seriously addictive all-time best-seller with action from the '83 Ulster GP and Honda vs. Suzuki "megabike" challenge, plus a classic mind-blowing lap of the TT course with Joey Dunlop. 50 minutes from White Star/Duke Video. \$29.95

(#1090) Old Indians Never Die

A rare treat for Indian fans, tracing the story of a devoted group of Indian riders and their bikes on an epic rally from the US to Scotland. Also packed with wonderful bike talk and nostalgic archive footage. 38 minutes from White Star/Duke Video. \$34.95

(#144) Vintage

FREE RIDING & CRASHES

(#10) Crusty Demons of Dirt

The original out-of-control freestyle video! Jam-packed with free riding, jumping, and aerial insanity all set to a hard rocking soundtrack. Includes one of the most talked-about video scenes ever: Seth Enslow's huge dune crash. Includes action with Jeff Emig, Jeremy McGrath, Ryan Hughes, Mike Metzger, Phil Lawrence, Larry Roeseler and more. (This is the "edited" version)...30 minutes. A Flesh Wound Film distributed by Fox Video. **\$29.95**

(#10A) Crusty Demons of Dirt: 2

This sequel is loaded with hardcore riding, jumping, and aerial insanity, all set to a skate/rock soundtrack. Watch these riders go off...Jeremy McGrath, Jeff Emig, Seth Enslow, Mike Metzger, Ryan Hughes, Joel Albrecht, Mike Healey and more. Locations include California, Oregon, South Africa, Namibia and Mexico. 40 minutes. A Flesh Wound Film distributed by Fox Video. **\$29.95**

(#10B) Crusty Demons of Dirt: 3

Fleshwound Films releases the '97 edition of the title that launched a thousand freestyle videos. Includes footage of Pestrana, Dymond, Seth Enslow, Hughes, Lawrence, Metzger, Stephenson, Goodman, Linkogle, Deegan, Rusty Sotzer and Bubba, all with insane great stunts. Filmed around the world including Brazil, Florida and California. 35 minutes from Fox Video. **\$24.95**

(#58) Sick Air

Get sick with "Sick Air!" Follow moto-maniacs Brian Manley, Rich Taylor, Phil Lawrence and others in search of the ultimate motocross adventure. Hot new music from Purple Boscó, Razed in Black, Bracket is your backdrop to the sickest footage ever assembled on one video. 30 minutes from Motovideo. **\$24.95**

(#59) Get Off!

A high-energy compilation of all the best crashes from the Motovideo archives. Includes many never before seen "get-offs" that are truly incredible. Original killer soundtrack by Strung Out, Snuff, Wizo, Lag Wagon, and Bracket. 30 minutes from Motovideo. **\$24.95**

(#61A) Throttle Junkies

Join Damon Huffman, Mike Metzger, Mike Brandes, Craig Johnson, Brian Deegan, Nathan Fletcher and Larry Linkogle as they jam the carb needle to full tilt all over California. 30 minutes from Motovideo. **\$24.95**

(#62) WhatUp!

The new generation video from Full Throttle Production that brings out insane aerial maneuvers by featured riders Ty Davis, Jeff Emig, Damon Bradshaw, Mike Craig, Damon Huffman, Ryan Hughes, Kyle Lewis, Phil Lawrence, Marty Smith, Rich Taylor, Ray Sommo, Nathan Fletcher, and introducing "Turtle." Original soundtrack by Royal Crown Review, CruX, Voo Doo Glow Skulls, MXPX, No Fun At All, Malfunktion, Youth Brigade, NO FX, Pennywise, and Rancid. 30 minutes from Motovideo. **\$29.95**

(#63) Motocross Wipeout

Hundreds of gnarly crashes featuring slow-motion replays with a music video format. Footage from motocross and supercross events around the country. 60 minutes from Motovideo. **\$19.95**

(#85) Gary Rothwell: Showtime

Gary Rothwell brings you the ultimate superbike stunt experience on this "official" video. Packed with high-speed wheelies, donuts, stoppies and includes Rothwell's 143MPH "Ski" Record run skidding behind the bike on his feet. If you've ever seen Rothwell perform, this is a "must-have" tape. 30 minutes from X-Factor. **\$29.95**

(#120) Terrafirma

The original big air freestyle Fox video featuring wild antics by Doug Henry, Ezra Lusk, Robbie Reynard, Ricky Carmichael, Travis Pastrana, James Stewart, and the King of Rock n' Roll. Soundtrack by Pennywise, Alice in Chains, Lucy's Fur Coat, Future Sounds of London and Soundbox. 35 minutes from Fox Video. **\$24.95**

(#120A) Terrafirma2

Incredible footage of Jeremy McGrath, Doug Henry, Steve Lamson, Robbie Reynard, Mike Metzger, John Dowd, Ezra Lusk, Ricky Carmichael, Pedro Gonzalez, and the late Donny Schmit. Soundtrack by Mad Season, Face to Face, Corrosion, Pennywise, and Sprung Monkey. 45 minutes from Fox Video. **\$29.95**

(#120B) Terrafirma 3

Terrafirma is everything you'd expect in this series and MORE! More locations, riders and insanity! Filmed in France, Australia, Oregon, Utah, Maryland, Michigan, Tennessee, you'll see all the big names in motocross: Jeremy McGrath, Lamson, Metzger, Danny Ham, Dowd, Lee Hogan, Windham, Henry, Bradshaw, Ricky Carmichael. Over 30 minutes from Fox Video. **\$29.95**

(#120C) Terrafirma 4

Produced by renowned snowboard filmmaker Mike Hatchet, filmed at secret locations in Chile and Canada. Other sites include Montana, Washington, Las Vegas, Southern California, Florida and the Bay Area. Riders include: McGrath, Metzger, Lusk, Windham, Torronteras, Carey Hart, Guy Perrette, Ian Pauluk, Brian McGavin, and Andy Bowyer. Music by Testament, MD. 45, and Primus. 35 minutes from Fox Video. **\$29.95**

(#121) FLY

Check out this spring '96 release from Fox...featuring Fox stars Jeremy McGrath, Damon Bradshaw, Mike Metzger, Doug Henry, John Dowd, Kevin Windham, and Serge Guidetti, pulling off incredible aerial maneuvers at places like the Paris and Anaheim Supercrosses, Glamis Dunes, Secret Honda Test Tracks, White Sands, Cocotillo Wells and Gatorback. Music by Single Gun Theory, Eric B. & Rakim, Sprung Monkey, SNFU, NoFX, and Shelter. 35 minutes from Fox Video. **\$29.95**

(#122) Air Raid

The first and foremost ragin' hardcore footage in motocross, snowboard, wakeboard, BMX and surfing ever compiled in one video.

Air Raid is a jam-packed assault of free riding, tube rides, jumping, crashing, and dogfights, with an awesome soundtrack. 35 minutes from Fox Video. **\$29.95**

(#123) Jeremy McGrath / Steel Roots

Highlights McGrath's incredible freestyle ability and his lifestyle as he sheds his way around the US throughout 1997. Insider look at candid and fun clips of McGrath, along with buds Jimmy Button, Mike Metzger, Guy Cooper, Grayson Goodman and Ryan Hughes. 35 minutes from Fox Video. **\$24.95**

(#130) Performance Bikes: Video Nasty

Britain's biggest motorcycle magazine goes to video with a variety of sick, stupid, funny and dangerous ways of testing the fastest sportbikes on the continent. Features include viewer's crash videos, stuntmasters Gary Rothwell performing on his superbike, trials ace Jason Finn, group tests of 900 and 600 superbikes, the '96 Frenzy event, and more extreme superbike wheelies and stoppies than should be allowed on any pavement tape. 55 minutes from X-Factor. **\$29.95**

(#131) Disturbing the Peace

SMP presents a film by Pat Solomon which includes Seth Enslow, Jeff Emig, Brian Manley, Mike Jones, Larry Linkogle, Tim Ferry, Anthony Pocarobba and more, with a bizarre claymation series of scenes throughout. Soundtrack includes Suicidal Tendencies, Bad Religion, NOFX, Sublime and more. 35 minutes from X-Factor. **\$29.95**

(#132) Moto-XXX

The debut video from Quick Fix Films featuring Mike Metzger, Kyle Lewis, Tommy Clowers, Brian Deegan, Jeff Emig and a whole cast of sick monkeys. Music by Waggon, Snuff, Good Riddance, NOFX, Strungout and more. Contains some explicit language and situations. 30 minutes by Quick Fix Films from X-Factor. **\$29.95**

(#132A) Moto-XXX 2: Hellraisers

Quick Fix Films presents the sequel to the original Moto-xxx...living up to its image, this one's even more crazy than the first. Riders include Swink, Huffman, Taylor, Pichon, Willoh, Linkogle, Roncoda, Pingree, Ramsey, and more. 32 minutes from X-Factor. **\$29.95**

(#133) Horizontal

The first all-Aussie freestyle video features top Oz riders blasting dirt and sand dunes & getting massive air; also includes some watercraft and karting footage. Soundtrack includes tope Aussie bands. 32 minutes from X-Factor. **\$29.95**

(#134) Organ Donors

Variety mixed with insanity is the theme of this video...Freestyle motocross, big wave watercraft action, snowmobilers blasting giant snow "dunes" in Alaska, big air on quads, trials tricks, and more. 40 minutes by Pat Solomon for Fusion Films, from X-Factor. **\$29.95**

(#136) Quatros Locos

Remember what the original Crusty video did for free riding? This is the video that will do the same for quads. Until you see it, you have no idea what these guys can do. Filmed throughout the USA and in England and Thailand, you'll never dis these guys again. 30 minutes from X-Factor. **\$29.95**

(#142) Full Power Trip

THOR Racing's benchmark 1997 video by Fusion Films, featuring Ryan Hughes, Larry Roeseler, Jeff Emig, Taylor, Antunez, Lewis, Willoh, Amaradio, Torronteras and more, filmed in Japan, Hawaii, Mexico, and downtown LA. 30 minutes from X-Factor Video. **\$24.95**

(#147B) Mud, Sweat & Gears

Wall to wall action with flying mud, endos, loop-outs, and crashes. Footage from Ohio's Treaty City Peace Pipe Enduro shows it's a worthy successor to the gone-but-not-forgotten Blackwater 100. 60 minutes from Motovideo. **\$24.95**

(176A) Crash Impact II

Over 100 crashes & spectacular mishaps in a dozen categories of motorsports. 55 minutes from Powersports Video. **\$24.95**

(#179A) Bike Wars

The most memorable moments of mayhem including Harleys, Superbikes, Dirt Track, Isle of Man, Hillclimb, Blackwater, Pro MX and more. 60 minutes from Powersports Video. **\$29.95**

(#1793) Evel Knievel's Spectacular Jumps

From the legendary Caesar's Palace crash to him impossible attempt at Snake River Canyon, Evel Knievel earned his reputation as the world's bravest daredevil. Relive his greatest triumphs and his bone-breaking defeats with this spectacular collection of breathtaking motorcycle jumps. 30 minutes from White Star/Duke Video. **\$19.95**

(#1792) Evel Knievel: Last of the Gladiators

The incredible story of the world's greatest daredevil as told by Evel Knievel himself! Reveals the true saga of a 20th century gladiator. 100 minutes from White Star/Duke Video. **\$24.95**

(#5268) Best of Havoc

A great gift for any powersports fan. The craziest '80s crashes from Formula Ford, truck racing, motocross, road racing, Paris-Dakar, etc. 60 minutes from White Star/Duke Video. **\$24.95**

(#5271) Best of Havoc 2

Over 200 contenders from nearly every 90's motorsport compete for "most spectacular wipeout". 60 minutes from White Star/Duke Video. **\$24.95**

(#5260) Bike Havoc

Haslam, Schwantz, Lawson, Thorpe, Pons, Sarron, Gardner, etc. bomb out in spectacular style in over 150 incidents from road race GP's, loM TT, MX, Drag Racing, Beach Races, Trials and Paris-Dakar. 55 minutes from White Star/Duke Video. **\$24.95**

(#5274) Havoc 14

Over 200 of the most recent crashes and wipeouts from the accident-packed world of top class '90s motorsports & dirtbike sports, plus gems from the archives and thumping on-board accident footage. 60 minutes from White Star/Duke Video. **\$24.95**

(#2501) Crash Kings MX

From motocross GP battlegrounds to max-attack schoolboy MX - is no one safe? 55 minutes from White Star/Duke Video. **\$24.95**

(#5143) Crash Kings Bikes

150 spectacular crashes from '92-'93 GP's, Harley racing, US Superbikes, loM TT and desert racing. 60 minutes from White Star/Duke Video. **\$24.95**

(#5139) Crash Kings Bikes 2

Over 180 wipe-outs from '90s Grand Prix, ice and Thunderbike racing with witty and well-informed commentary by Randy Mamola and Chris Carter. 60 minutes from White Star/Duke Video. **\$24.95**

(#5279) Crash Kings Bikes 3

The most spectacular wipe-outs from the 1996-'97 Grand Prix. Excellent film quality, excellent commentary - crazy crashes! 60 minutes from White Star/Duke Video. **\$24.95**

(#5552) The Ultimate Ride

Thrill-seekers only need apply as we strap you into over 20 unforgettable rides including the Tornado rollercoaster, GP bike, parachute, etc. 60 minutes from White Star/Duke Video. **\$34.95**

(#5556) Ultimate Ride 2

Thirty explosive rides that will take your breath away! Nemesis rollercoaster, Europe's best aerobatics teams, Isle of Man TT, Ice Karting, Hot Rods & more. Hold on! 72 minutes from White Star/Duke Video. **\$34.95**

(#143) 5th Gear Pinned

A film by Zeroed-In Productions, featuring Damon Huffman, Mike Craig, Casey Lytle, Kyle Lewis, Mike Cingmars, Ray Sommo, Rich Taylor, and Mike Jones, Trigger Gumm, Jeff Willoh, Brian Ferrell, Shaun Perotio, Rusty Holland & Adam Pierce. Soundtrack by Anthrax, Testament, SNFU, RKL, Grip, Vicious Rumors, Bouncing Souls. 35 minutes from X-Factor. **\$29.95**

INSTRUCTIONAL AND TECHNICAL

(#21) Fundamentals of Off-Road Riding

Dick Burleson covers suspension setup and fundamental riding technique. 42 minutes from Thumper Racing. **\$43.95**

(#22) Advanced Techniques of Off-Road Riding

Dick Burleson explains advanced motorcycle setup and riding techniques for challenging terrain and obstacles. 26 minutes from Thumper Racing. **\$38.95**

(#23) Practical Tire Changing

Dick Burleson shows how to make short work of changing off-road motorcycle tires, both with tubes and the popular bib mousse insert. 23 minutes from Thumper Racing. **\$28.95**

(#30) Cartridge Fork Service & Tuning

Dirt Rider Magazine's tech editor Eric Gorr shows you how to do comprehensive service and tuning on Kayaba and Showa cartridge forks. Applicable to dirt and street bikes. Includes bonus 10-page manual. 95 minutes from Forward Motion Video. **\$35.95**

(#31) 2-Stroke Engine Design & Tuning

Dirt Rider magazine's Eric Gorr demonstrates how to use TSR computer programs to design cylinder porting, combustion chambers and pipes. Learn how to use porting tools and a lathe to machine engine parts. Includes bonus 30-page manual. 120 minutes from Forward Motion Video. **\$45.95**

(#32) Two-Stroke Engine Rebuilding

Eric Gorr demonstrates how to rebuild the lower end of 2-stroke dirt bike engines. Learn techniques for transmission diagnostics & repair, plus handy tips for installing crankshafts & bearings. Supplemental manual included. 75 minutes from Forward Motion Video. **\$34.95**

(#33) Rear Shock Service and Tuning

This video service manual by Eric Gorr is geared toward Kayaba and Showa single rear shocks used on many modern off-road and sport bikes. Learn everything from routine service to trouble-shooting and revalving. Supplemental manual features many helpful tech article reprints plus a guide to parts sources. 75 minutes from Forward Motion Video. **\$34.95**

(#34) 4-Stroke Performance Tuning & Maintenance

Eric Gorr demonstrates engine rebuilding and performance tuning for Japanese 4-cylinder 16-valve street bike engines. Highlights include computer-based tuning software, flow testing, and porting techniques. 160 minutes from Forward Motion Video. **\$44.95**

(#35) Gary Semics MX Techniques #1

Covers all the important techniques & shows how to practice them. Shows top pros using these techniques in race action. Slow motion and stop action make it easy to see and understand. 33 minutes from Gary Semics Video. **\$32.95**

(#36) Gary Semics MX Techniques #2

More advanced than "Tape #1," expands & describes in more detail all the important techniques & fundamentals. Also shows what it takes to reach the top. 65 minutes from Gary Semics Video. **\$42.95**

(#37) Gary Semics MX Techniques #3: Jumping & Whoops

Shows how to practice & master all aspects of jumping & whoops. Teaches approach speed, rear brake control, compression & rebound, clutch & throttle control, body movement, and foot placement. 40 minutes from Gary Semics Video. **\$42.95**

(#38) Gary Semics MX Techniques #4: The Difference Between Amateurs & Pros

Jeremy McGrath's personal trainer, Gary Semics, uses his new 4-step video process to teach you the not-always-obvious differences between the best riders - and everyone else. Featuring footage shot in early '96, you'll see where Jeremy and other top riders train during the winter. Whether you plan to make MX a fun hobby, or become a full-on pro, the main objective of this video is to make you a better rider. 60 minutes from Gary Semics Video. **\$42.95**

(#170) Sweet Spot Video Library Set

Six tape set of instructional/technical sportbike performance videos covering "Track Preparation," "Tires, Chassis & Suspension," "Carburetion & Exhaust Systems," "Performance Systems," "Dialing In," and "Motorcycle Hygiene," featuring instruction from motorcycle performance industry experts on each topic. Total time all 6 tapes, 9 hours & 45 minutes from Diversified Media. **\$204.95**

(#171A) Sweet Spot Video: Track Preparation

Covers: Rider safety equipment (leathers, body armor, boots, gloves, helmets, face shields); motorcycle bodywork (replacing original stock bodywork and fitting with fiberglass, finishes, fasteners, what to remove for the race track, catch bottles, number plates); custom painting helmets; tech inspections. Featured experts are Stoughton Smead of MotorcycleDainese; Troy Kirkpatrick of TK Designs; Gary Lenze of Body by Northstar; Jim Leonard of Vance & Hines; Rick Marlin of Fog City; and Al Hathaway, LRRS Chief Technical Inspector. 113 minutes from Diversified Media. **\$29.95**

(#171B) Sweet Spot Video: Tires, Chassis & Suspension

Covers: Suspension preparation (preload, damping, rebound, compression, sag, trail, ride height with effect to chassis alignment); front forks (oil weight, springs, valving); tire tread pattern (DOT vs. race, compound, carcass, wheel size and tire size, profiles, tire development, radial vs. bias, grip and surface patch, expense, scuffing a new tire, tuning the tire, heat cycles, pressures, pyrometers, braking, tire warmers). Featured experts are Dale Rathwell, Yamaha Suspension Engineer; and Ken Williams of Michelin Tire. 90 minutes from Diversified Media. **\$43.95**

(#171C) Sweet Spot Video: Carburetion & Exhaust

Covers: Aftermarket exhaust systems (pipes and mufflers, slip-ons vs. stock mufflers); carburetion (carburetor jetting, setting float levels, relationship between mixture screws and synchronizing carbs, selecting the proper jet kit, how to use carb sticks and 4-gas analyzers). Featured expert is Marc Salvisberg of Factory Professional Tuning. 110 minutes from Diversified Media. **\$43.95**

(#171D) Sweet Spot Video: Performance Systems

Covers: Oils & fluids (petroleum vs. semi-synthetic vs. fully synthetic, engine cleanliness, oxidation, break-in/seating time period and method, viscosity, lubrication & horsepower, heat transfer, additives, fork oils, storage lubricants); cooling systems (water wetter, chassis lube); drive train (chain 520 vs. 530 conversion, O-ring vs. non O-ring, master link vs. rivet, chain tension adjustment, sprockets, brake and clutch lines, brake pads, brake fluids, rotors, ignition advance); safety wiring. Featured experts are Cliff Sherlock of Red Line Oil and Jim Leonard of Vance & Hines. 100 minutes from Diversified Media. **\$39.95**

(#171E) Sweet Spot Video: Dialing In

Covers: Trackside tuning; dialing in the bike for rider's style and track conditions; suspension; jetting; tire tuning; and gearing (includes on-board video). Featured experts are Kurt Hall, 18-time national sprint champion and national endurance champion; Lawrence Bolton of Dynojet; Jeff Johnston of Metzeler Motorcycle Tires; Dave Schlosser of Dutchman Racing; and Jim Leonard of Vance & Hines. 90 minutes from Diversified Media. **\$44.95**

(#171F) Sweet Spot Video: Motorcycle Hygiene

Covers: Cleaning the motorcycle (products and finishes); winterizing and storage (lubricants, fuel system, carburetor, battery, bike finish and storing, apparel); prepping your bike for new season (inspection and servicing of tires, oils, fuel and starting). Featured experts are Rob Douglas of BIS Imports and Jeff Haynor, the series host. 60 minutes from Diversified Media. **\$24.95**

MOVIES

(#138) Easy Rider

This is the classic youth film of the 1960's which reflected the attitudes and longings of an entire generation. Two motorcyclists (Peter Fonda and Dennis Hopper) embark on a coast-to-coast odyssey in search of the real America. 94 minutes from Progressive Design. **\$37.95**

(#139) The Wild One

What's Johnny rebelling against? "What have you got," he sneers as an angry young Marlon Brando scorches the screen in this powerful '50s cult classic. 79 minutes from Progressive Design. **\$37.95**

(#140) On Any Sunday

Bruce Brown's classic 1971 film which covers virtually every form of motorcycle competition from the AMA's Grand National Tour to Motocross, Desert Racing to Ice Racing; the ISDT to the Widowmaker Hillclimb; the Bonneville Salt Flats to the Elanore Grand Prix. 90 minutes from X-Factor. **\$44.95**

(#140A) On Any Sunday II

The follow-up to the original greatest motorcycle movie of all time. Close-up looks at the motorcycle stars of the mid-70's including Bruce Penhall, Brad Lackey, Bob Hannah, Kenny Roberts, and more at the top of their form. 90 minutes from X-Factor Video. **\$29.95**

(#141) Legacy

Join Roger DeCoster, Bob Hannah, Jeff Ward and Rick Johnson as they reminisce about their careers and epic battles as this film threads its way throughout the evolution of motocross from it's roots in the early '70's to the star-studded 90's. No true motocross fan should be without this video. 70 minutes from X-Factor. **\$34.95**

(#181) Heavy Duty: 90 Years w/ H-D

An all-around look at the H-D mystique, from the 90th anniversary celebration in Milwaukee to Sturgis and Daytona; a look at the various big twin designs, a tour of the Milwaukee factory, custom built Harleys and racing, too...Harley drag racing, dirt track and road racing, including some spectacular crashes. 70 minutes by Duke, from White Star Video. **\$32.95**

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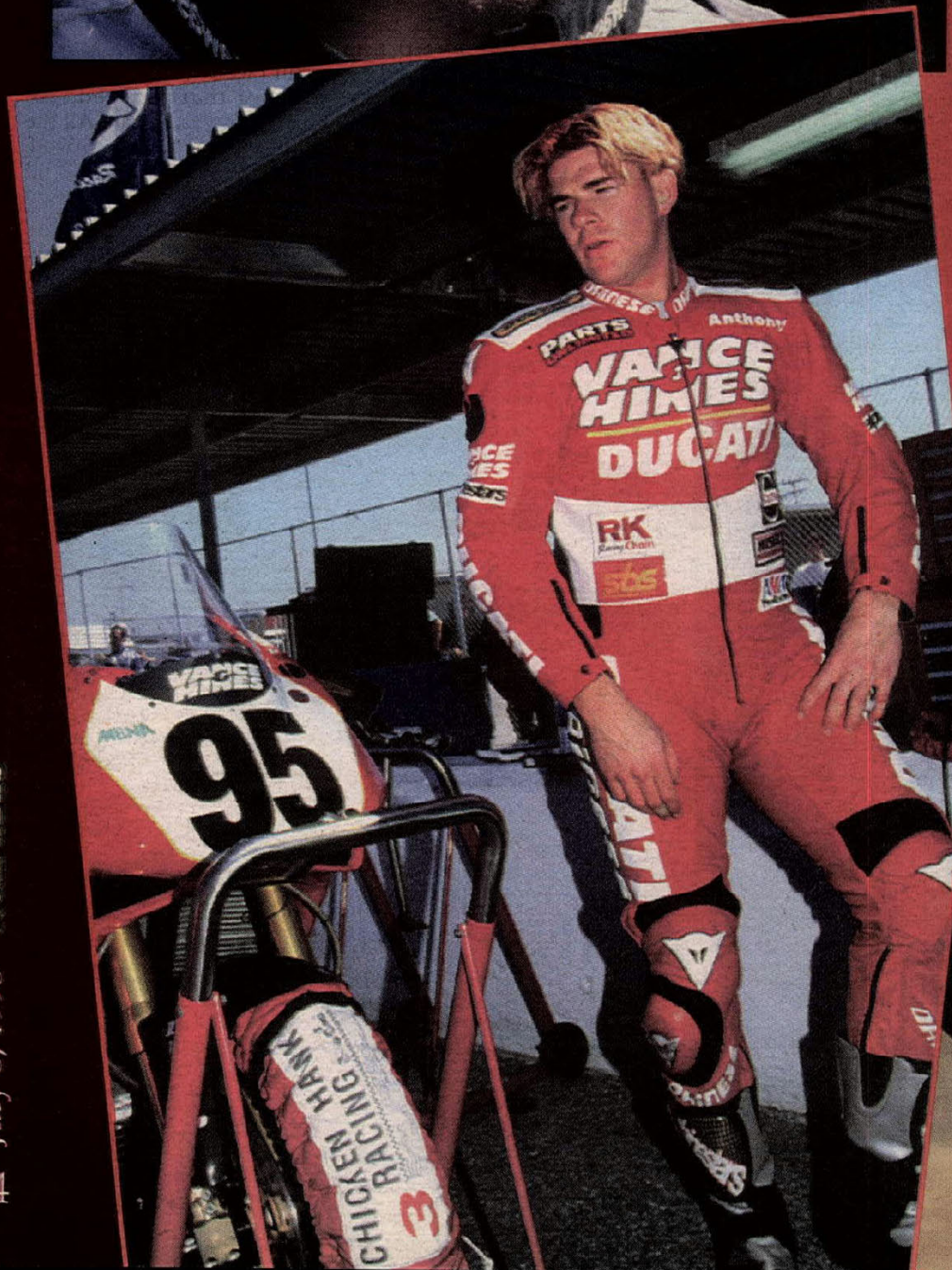
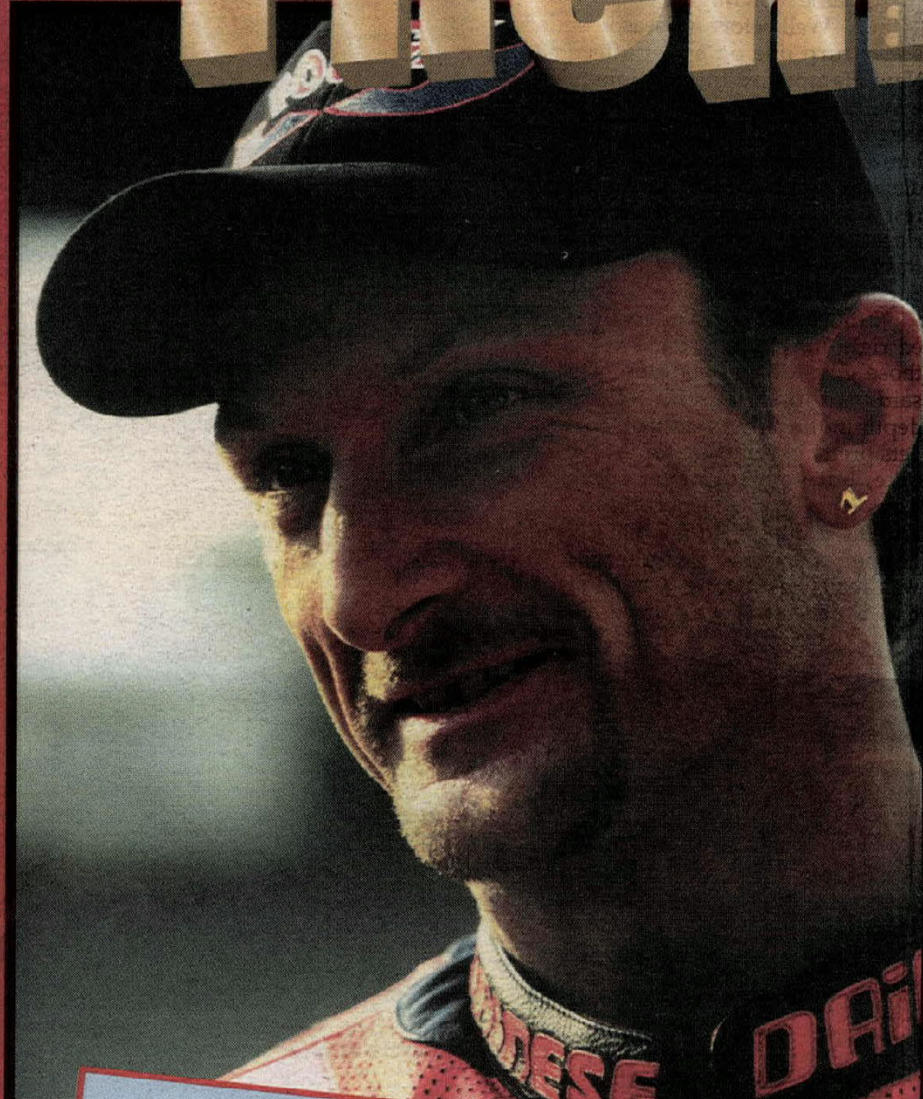
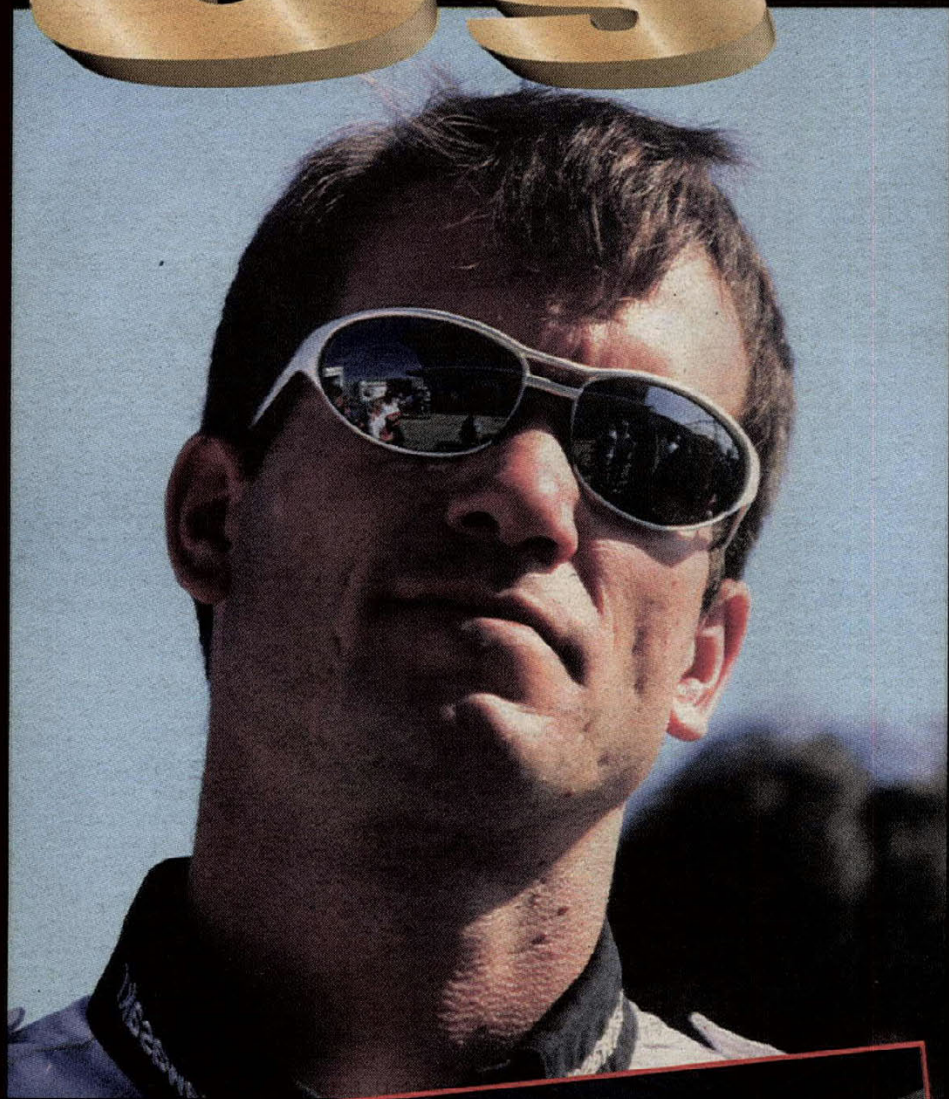
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ROAD RACE

Laguna Seca World Superbike Preview

US vs The

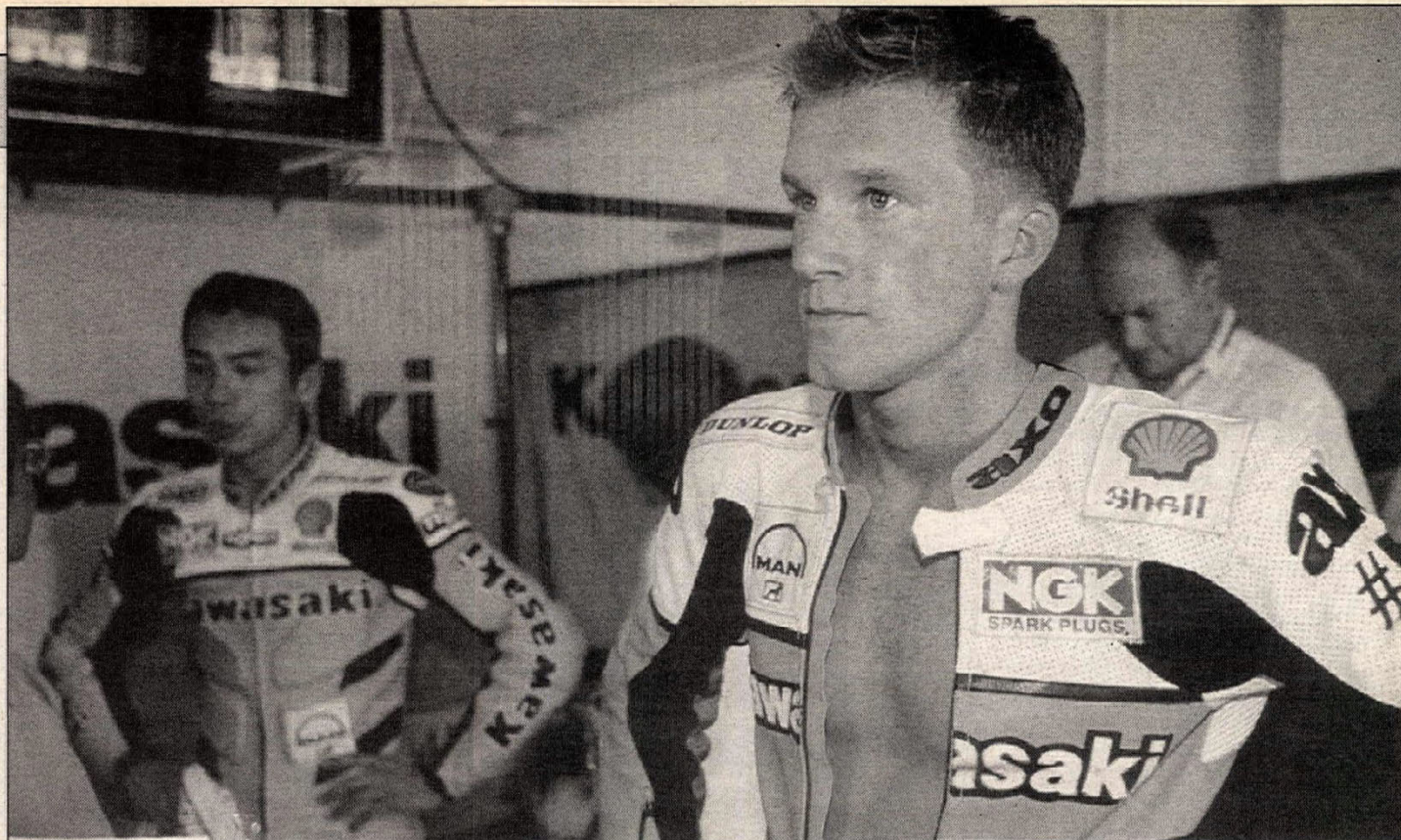


(Clockwise from above left)
Four who could: Doug
Chandler, Carl Fogarty, Troy
Corser and Anthony Gobert.

By Henny Ray Abrams
Photos by Gold & Goose

Blame it on Miguel. Well before his season ended in turn one on a wet afternoon at New Hampshire International Speedway, the AMA Superbike leader said that he thought the AMA regulars - himself, Anthony Gobert, Doug Chandler, his teammate Ben Bostrom, and the rest - could keep the World Superbike riders off the podium in both races at the Laguna Seca round of the World Superbike Championship.

"I think a lot of us are really motivated right now, and I think we can keep those guys off the podium," DuHamel said. "I think we definitely have the depth in the field to do that. Everybody gets pretty psyched up for World Superbike, but you can never count those guys (the World Superbike regulars) out. It's really something that I hope can happen. Our race pace there in April was really fast. Doug (Chandler) and I had a pace that was three



(Above) The Kawasaki World Superbike team will bring its two riders to Laguna Seca - Akira

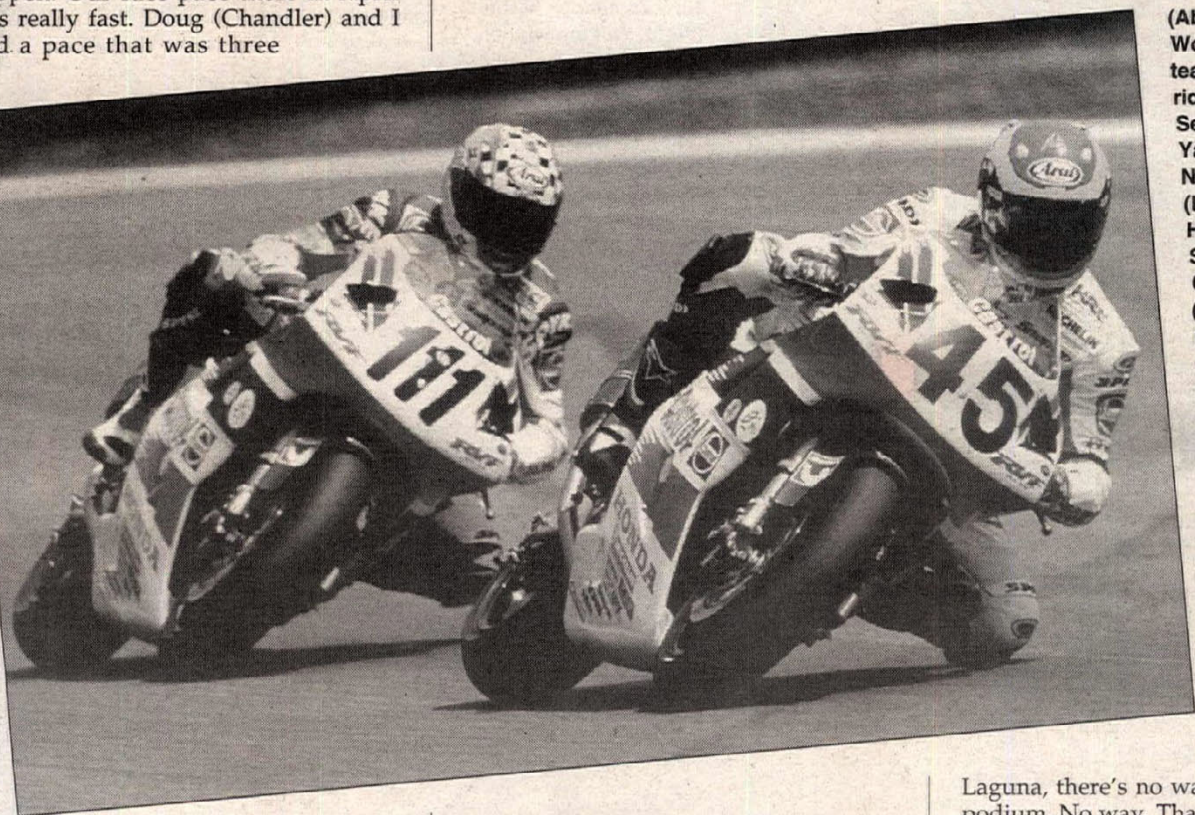
Yanagawa (left) and Neil Hodgson (right). (Left) Castrol Honda's Aaron Slight (111) and Colin Edwards II (45) will be factors in the race - and either one could come away with a victory.

(Below) Pier-Francesco Chili hasn't had much luck at Laguna Seca thus far, but he too could strike it rich at the Northern California facility.

but the main thing is the last two laps are do or die in AMA. Where here, it's every lap. It's not just the last two or three laps."

World Superbike leader Troy Corser of the Ducati team says: "It's sort of like going to Japan. You go to Japan and you know there's going to be guys there who are fast. They're the first you've got to beat because they're there; they've got a setup and they know they can go out and do 26s or 27s straight away from the pits. I feel confident I can go to Laguna, and if I don't get up on the podium then I'll be up there, I'll score points and if I don't, then okay. But I like racing at Laguna. The bike goes good at Laguna. I think the hardest battle there is going to be Anthony (Gobert). Because he's going to want to prove that he can still race with World Superbike riders - not that he needs to, because everyone knows he can. All the same, now that he's on a Ducati, well, now it ain't the bike. It was always, 'I'll be able to do this, that and whatever.' He's definitely going to be a rider who's there, doing something more than any of the other riders. I wouldn't be surprised if he wasn't back here (in World Superbike racing) next year."

Corser isn't the only one who believes that Gobert is going to be the man to beat. Fogarty said, "I think the



seconds faster than Kocinski and Fogarty ran there last year, so I guess you could say we would have won by three seconds. I did a 27.5 on the last lap while doing a wheelie. I'm really optimistic of our chances in World Superbike and I'm feeling really good with the way things have been going for me lately. Mat (Mladin) and Anthony (Gobert) would like to show some people some things there, and that's Doug's track. I think it should be good."

(First, a correction: The first race was won by Castrol Honda's John Kocinski in a time of 41 minutes, 0.380 seconds. He won the second race in 40 minutes, 57.308 seconds. When DuHamel beat Chandler this past April, his time was 41 minutes, 4.8 seconds - slower than either race. So, no, he would not have won by those three seconds. On the flip side, Yoshimura Suzuki's Mat Mladin qualified with a time of 1:25.600, well under the 1:26.628 set by Ducati's Pier-Francesco Chili last year.)

Can the AMA regulars keep the WSB riders off the podium?

"Pretty much impossible. That's not going to happen," said Ducati Performance's Carl Fogarty, who chased Kocinski in both races last year.

Throwing down the gauntlet, Fogarty added, "I'll be surprised if any of the American championship runners will get on the podium this year."

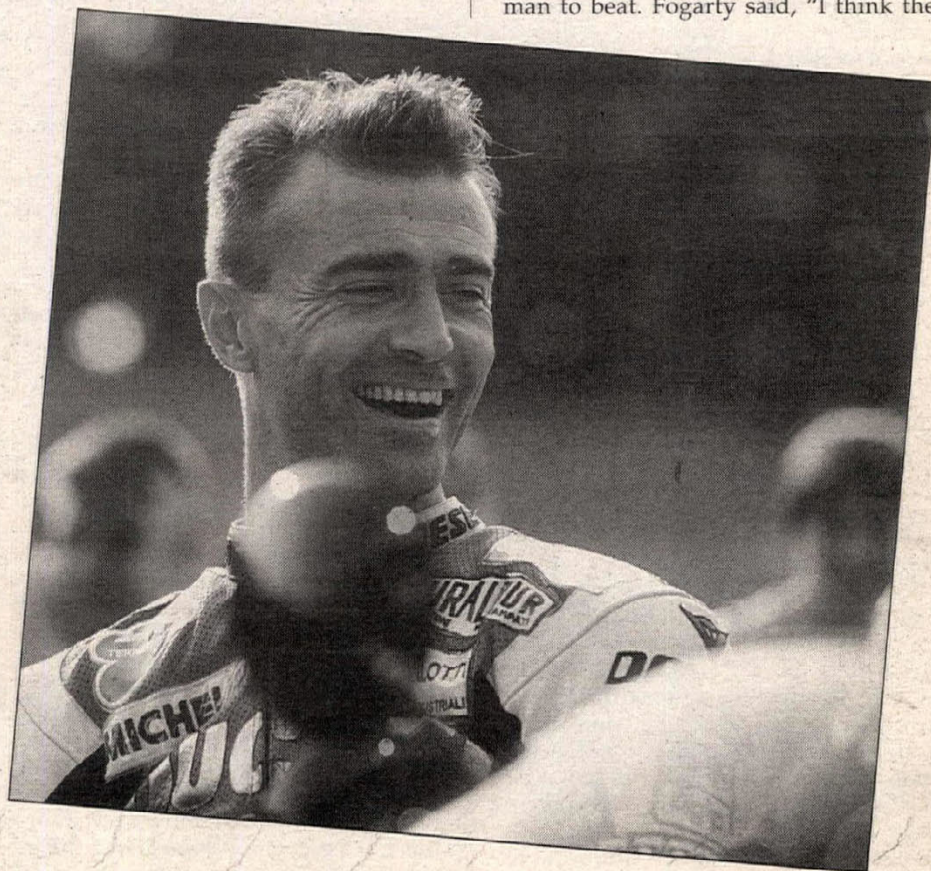
Without DuHamel, it's going to be significantly harder.

"For sure, with him (DuHamel) we stood a hell of a chance," the current AMA Superbike Series points leader, Muzzy Kawasaki's Doug Chandler, said. "I don't know, I want to hope that at least one of us gets on the box in both races. I don't care who it is, if one of us can do that. The more that could, that's great. We really lost one of our best hopes with Miguel going out, which is kind of a bummer."

Another Ducati person put it this way: "No f---ing way. You dreaming. What're you, f---ing crazy?" Those weren't the comments of a World Superbike Series member, but those of Fast By Ferracci's Eraldo Ferracci. "Miguel got to watch his mouth. I respect him because he's one tough cookie, but he ought to keep his mouth shut. Those guys, they mean business."

Castrol Honda's Colin Edwards II sees it like this: "That would be a pretty tough feat and I don't see it happening. The thing about it is, no matter how the weather is, no matter how bad the tires may be on that particular weekend, no matter what, we all find a way to survive some way. We all grind it out. Carl's (Fogarty) probably a typical example of that. He just grinds and grinds and somehow he gets it to work. I think we've all got the ability. Sure, at

Laguna, there's no way. We'll be on the podium. No way. That's the main difference from AMA to World Superbike: Those guys are just as good as we are,



ROAD RACE

only one that possibly might go well there is Gobert."

"I'm sure there might be one AMA rider on the podium, but I'm sure there won't be three," Kawasaki's Neil Hodgson says. "I'm positive. It's difficult to say who the AMA rider will be; Gobert is Gobert. He's very good around the circuit. He's a man that could be there. There's him, DuHamel, or Chandler - one of them three. There's nobody else that's going to be on the podium."

"I want to win both races. I think probably everybody knows that - most people who go there probably do," Gobert says. "There's only a few of us that can actually do it. I think Corser will be hard to beat. I think Chili will be hard to beat. Nobody knows about Haga - maybe he'll be hard to beat. I know they all want to beat me really bad, and I want to beat them really bad."

As for whether the AMA regulars could sweep the podium, Gobert didn't think it would happen.

"Dreaming, I reckon," he says.

One of the world regulars who won't be drawn into the debate is Castrol Honda's Aaron Slight.

"Good luck to you," Slight said of DuHamel. "I don't care. I mean, if he does, good luck to him. As long as they all do and it doesn't muck up our points. If he wins, and I'm second, and then it's a lot of other Americans and then Carl Fogarty, it's okay."

Another difference between the two series is equipment. How different are the Vance & Hines Ducatis from the World Superbike variety?

Both the Ducati World Superbikes and Vance & Hines' machines use three injector heads, but rules mandate 60mm throttle bodies, compared to the AMA's 54s. Eraldo Ferracci, whose team uses two injector heads, believes that the third injector means more top end.

"They brag about 9 horsepower," said Ferracci, "but it's maybe 6 or 7."

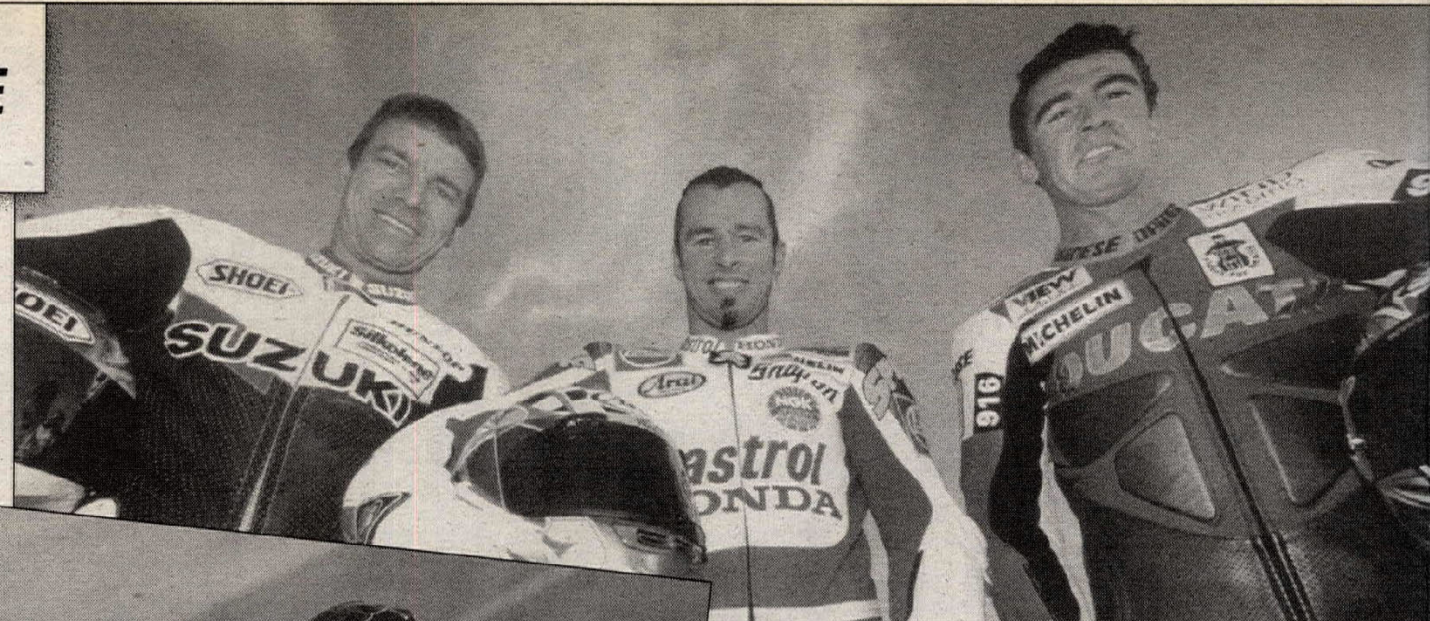
Ferracci also thinks they'll change engines more frequently than the AMA teams will. They may use one on Friday, one on Saturday, and one for each leg on Sunday. Typically, Ferracci will use two all weekend.

Jim Leonard, the crew chief for the Vance & Hines Ducati team, says that another difference is fuel. The fuels have different specific gravities and oxygen contents. Most importantly, FIM rules mandate unleaded fuel; the AMA uses leaded gas. That requires a change in the computer mapping and it's something Leonard began working on the dyno as soon as the team returned from the AMA Superbike race at Loudon at the end of June.

"I know they're working pretty hard updating that stuff," he said.

As for whether the AMA boys will take the day, Leonard said: "In my book, that's a pretty large statement. If you look at the schedule, we have to leave the World Superbike race for Mid-Ohio. Anyone in the AMA championship doesn't want to leave cracked up."

"It's the most important race I'll do all year because it's against the World guys," Chandler said. "Everyone thinks you can't risk it; you've got to concentrate on your own series. I did that a bit the last two years, but I'm pretty content with what we've done. I want to be able to just go and race and have fun, and to



(Above) Australians Peter Goddard and Troy Corser flank New Zealander Aaron Slight. Will the winner at Laguna Seca come from the Southern Hemisphere?

(Left) Ben Bostrom is American Honda's lone hope, following the injury suffered recently by Miguel DuHamel. (Below) Who will be the fastest of the Suzuki men at Laguna Seca? It's hard to bet against that man being Australian Mat Mladin - an AMA Series regular.



guys," Yates says. "Last year, Doug (Chandler) was there and we had our problems, but I've gotten really comfortable at Laguna and we've got a good setup that seems to go good there. I really hated that I didn't get to do the National there. We should also have the fuel injection dialed in by then. In the testing we've done there, we've gone really well. I feel like it's a good possibility."

On the World Superbike tour, Michelin rules; in AMA racing, it's all Dunlop. The Dunlop-supplied AMA teams - all but Fast By Ferracci - will be getting the latest World Superbike rubber, according to Jim Allen, Dunlop's national road race manager. His Michelin counterpart, David Hohman, said that Ferracci's team will be getting the same tires as the World Superbike regulars.

Yamaha's Scott Russell has the last word.

"I think it sounds good, but it's not going to happen, I don't think," said Russell. "No. They're good, they're fast, but I don't believe it's going to happen. I know it ain't going to happen. That's not going to happen. I'll be on the box this year."

me that's my most important race I'll be able to do. So hopefully we'll do good this year."

Gary Medley, Doug Chandler's Muzzy Kawasaki crew chief, says that his team shares no information with the Kawasaki Superbike team run by Harold Eckl, which gets its bike directly from Japan.

"We have more options we can play with," Medley said about the R&D work the team does at their headquarters in Bend, Oregon. "I think we'll be very competitive this year. Last year we broke a crank, something that never happened in all my years here."

Suzuki crew chief Don Sakakura said that the Suzuki AMA and World Superbike teams share as much information as possible.

"Basically they're the same; it's just a matter of rider preference. It works out kind of well. We trade information," Sakakura said. When special parts are produced, there's enough to go around. "Suzuki tries to do it that way. If it's available, they want to have it for all the guys, not just one team and rider." What the Yoshimura team has been working on this year is more top speed. "We have similar comments from the World Superbike guys," Sakakura said.

Yoshimura Suzuki should have their fuel injection working by then, something which should improve the chances of Mat Mladin and Aaron Yates.

"With him (DuHamel) not being there, it's going to be one less of the top





Steve Crevier

In its debut season, the TL1000R continues its assault on the competition, finishing an impressive fourth place at Loudon, piloted by Steve Crevier of Team Yoshimura Suzuki.

THERE IS A

June 21. Round 9. AMA Superbike. Loudon, New Hampshire. Imagine, if you will, a race. A race where the destination is known, but the journey is not. A race where Aaron

FIFTH DIMENSION BEYOND

Yates of Team Yoshimura Suzuki took control of the elements en route to a stellar Superbike victory. We bring you the 75th Loudon Classic. Perhaps the only thing that wasn't strange that weekend was the performance of Team Yoshimura and their Suzuki GSX-Rs. Mat Mladin

THAT WHICH IS KNOWN TO

captured another pole in the Superbike qualifier and Yates coupled his Superbike victory with an impressive podium finish in the 600. The 75th Loudon Classic was a course riddled with mystery. But, not to Yates. A rider who would not be stopped. A rider who would

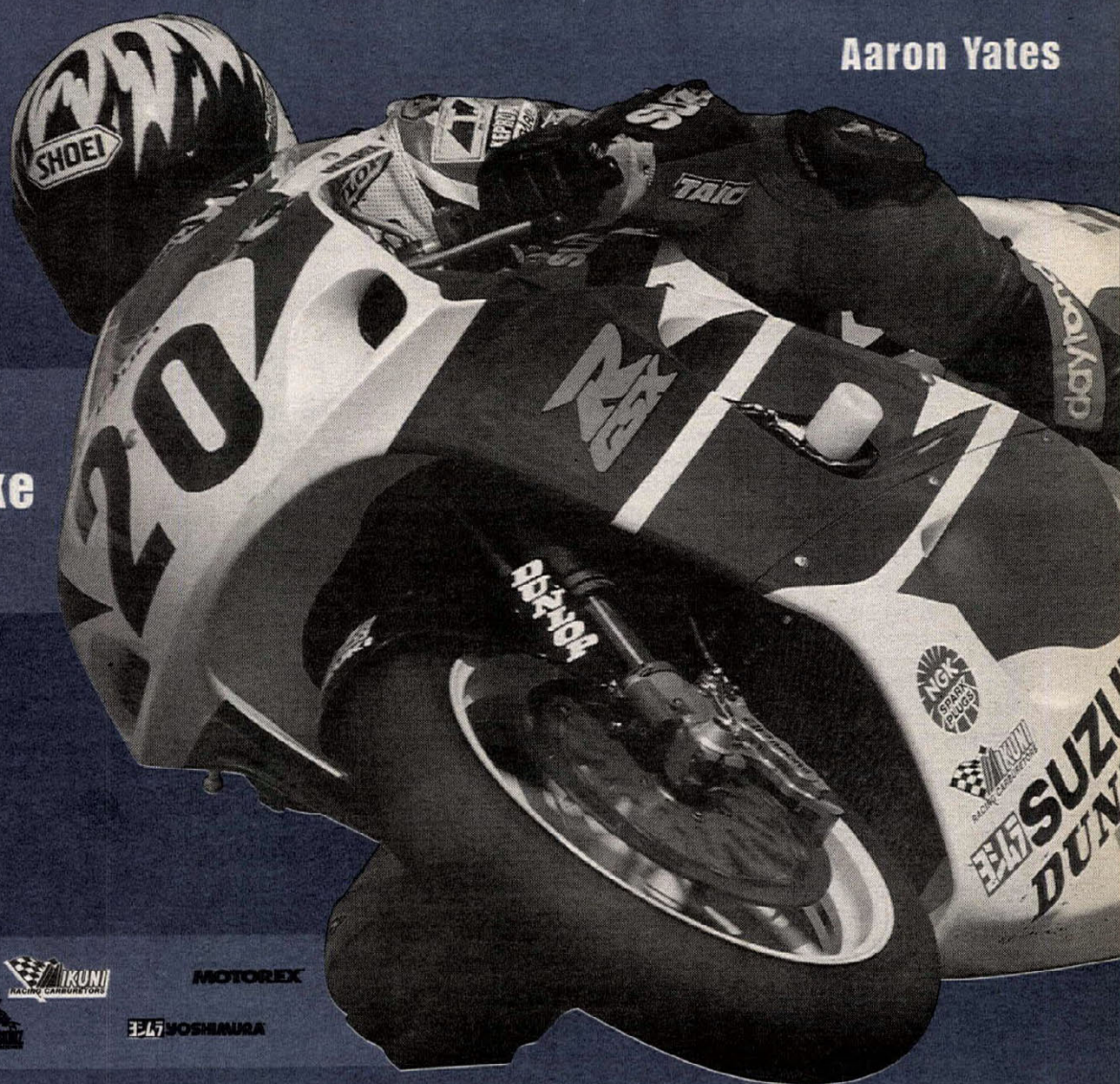
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peer around every corner until none remained. A rider who knew his way around...the Loudon Zone.

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Aaron Yates overcomes bizarre activity to capture AMA Superbike victory at Loudon.

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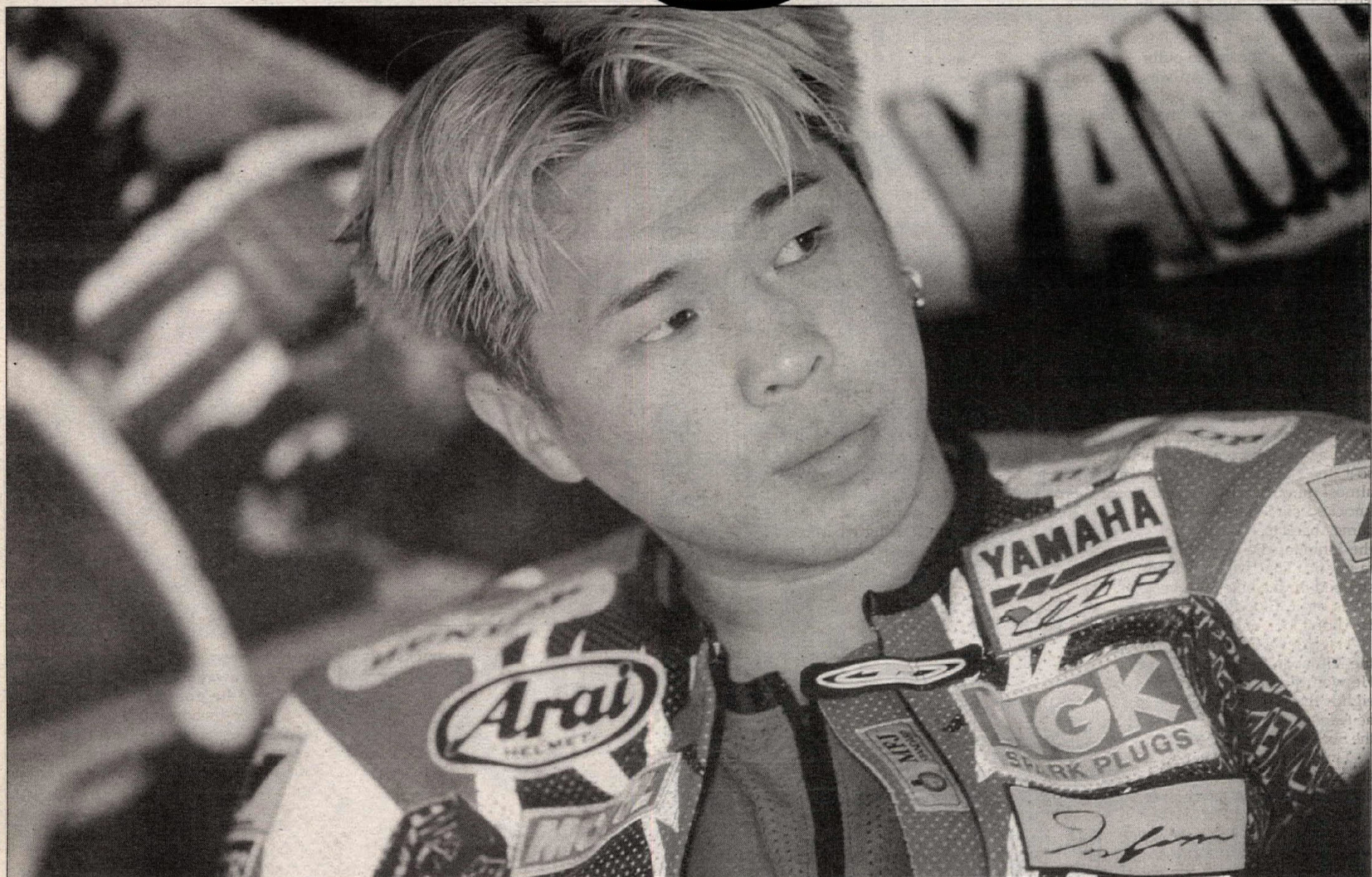
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INTERVIEW

Noriyuki Haga

Rising star



By Henny Ray Abrams
Photos by Gold & Goose

Noriyuki Haga announced his arrival on the World Superbike scene by winning three of the first four races. They were bravado performances on the much-maligned Yamaha YZF750 that had many of the World Superbike regulars shaking their heads.

Opening the season at Phillip Island in Australia, Haga split wins with former World Champion Carl Fogarty of the Ducati Performance team.

"What he did there didn't really impress as much as what he did at Donington," Fogarty remembers. "I thought that was pretty good."

When the tour hit the continent, Haga held off a determined Troy Corser, another former World Champion and the Donington Park track record holder, in both races at the tricky East Midlands circuit in England. What he did on Saturday night made his race feat even more impressive.

The night before the race he was in a pub, drinking with the boys. First two beers, then three gin-and-tonics. Riders aren't known to be saints, but most eschew alcohol of any sort during a race weekend. To toss back that much the night before a race is unheard of. To win the races the next day is beyond words.

Haga is unapologetic.

"It relaxes me because I like drinking," he said through an interpreter. "Every day in Japan, I go out and drink with friends."

To many Japanese, visiting a bar after work is considered an essential part of the workday. He likes 1980s disco music but wouldn't think of going to a disco.

Yamaha World Superbike team manager Davide Brivio says that Haga creates "a good atmosphere among team members, even though he doesn't speak English. When there's a party or dinner he makes it enjoyable, makes it fun for everybody."

"Everyone is a friend (in the paddock)," he says. "All riders are friends. In Japan, riders stab each other in the back. Here it's completely different. They're all good guys. They feel like friends."

Even though he speaks little English, he tries to put words together and say what comes out.

"It forces people to understand me, even if it's nonsense," said Haga.

After setting such high standards, there was nowhere to go but down - which is where he went, quickly and violently, in practice for the Italian round at Monza.

Now, as he settles in for the long haul, which Haga will show up at each stop on the tour is anxiously awaited.

Will it be the one from Australia and Donington, or the one from Misano? He can win both races on a day, or he can crash out of both, as he did in Italy.

One thing is certain: He has the sort of natural talent that is very rare. What he does on a motorcycle is almost unique; mostly it brings to mind Anthony Gobert, another young rider who made a splash on the World Superbike scene by riding harder than anyone else.

The rider who has seen the most of him is his teammate Scott Russell. Russell rode the Yamaha last year and Colin Edwards II rode it for the last three, but neither of them was able to do what Haga did in his first race as a World Superbike regular - win.

He is unconventional in another sense, this 23-year-old from Aichi Prefecture. Haga refutes the notion that training is essential. He admits to training very little, only "chicky-chicky," he said through an interpreter, one who couldn't contain his laughter. "Was that jiggy-jiggy or chicky-chicky?" Yamaha's Grand Prix media man Rupert Williamson was asked. Either way, the meaning was conveyed: Haga trains through recreational sex. Not to put too fine a point on it, but his slightly doughy figure says little about his powers of seduction.

One look at him tells you he is a little different. At Albacete, the fourth race of

the year, his hair was a fading Kawasaki green. He said he'd tried black and gold; this was just another hue. There are the double earrings in the left ear. The flash watch is a Rolex Submariner.

The rider he most resembles, according to his rivals, is Anthony Gobert. But Dunlop's Dave Watkins, a veteran of both the Grand Prix and World Superbike tours, thinks there's another rider he brings to mind.

"Haga reminds me of (Kevin) Schwantz," Watkins said. "He seems to be able to get around a race track six different ways and come up with the same lap time. Kevin could do that. Kevin was more imaginative. He hates losing. And he doesn't seem to be hard on tires."

Russell prefers to think that "he's like a Japanese Gobert, isn't he - kind of, in a way?"

Russell says he's a "a young, hungry kid over here in Europe. We were all there at one stage in our career. Some of us made more of it than others. I think that this series, most of the guys out there now are all over 30. We got this young kid who stepped in, and he'll saw the front end off anybody. Some of us are more strategic racers, I think. And he's more just seat-of-the-pants. You pass him and he's going to f---ing pass you back."

"I think that more or less he's with-

out a big plan for the race. He cut his teeth on the Yamaha; that is the bike he's ridden for four years now. He developed his style around this motorcycle and it works for him. Colin (Edwards) rode the bike all over the front end of the bike. I don't; I sit up. I always have. He rides all over the front end of the bike. He's got a lot of entry speed through the corners, good entry speed, bad angles. Like he'll brake into a corner and he'll come to outbrake somebody and you'll see him way over and just peel it through the apex. But he gets away with it. But sometimes he doesn't get away with it. So far I'm not sure how he's really doing it yet. It'll work sometimes, sometimes it won't. That's not the way the book says to do it."

Kawasaki's Neil Hodgson is another rider who's impressed with Haga.

"I think he's very, very, very talented on a motorcycle," Hodgson said. "He's got lots of confidence and big balls and all together it is a fantastic package - very hard to beat. Those sorts of people - it's an awful thing what I'm going to say - they're almost, not impossible to beat, because that'd be a real defeatist thing to say. You almost hope they beat themselves because he's on the edge. His confidence is so high, you just keep thinking - I don't want anyone to crash, so I don't think about it that way. You almost think, 'I hope his confidence gets knocked somehow, some way,' and it comes back to human level. Because at the moment the way he rides is really fantastic. That was awesome. He just stepped on the bike with very, very few miles on it. Bloody hell. It looked safe. He didn't look out of place."

Haga developed his style of racing in the All-Japan Superbike Championship. He won the title in 1997 after finishing eighth the year before. That same year he teamed with Colin Edwards II to win the Suzuka 8 Hours.

The start of his racing career came aboard a pocket bike at the age of 4. He's been going fast ever since then.

His first World Superbike win came last year at Sugo. Japanese riders doing well in Japan don't impress many people. When they get on the world stage, their talent often doesn't translate. Haga is the exception.

"I'm never surprised," Ducati's Pier-Francesco Chili said. "When I see him at Sugo last year, how he ride the bike, he can go everywhere."

Kawasaki's Akira Yanagawa, who raced against Haga in Japan and is in his second year on the World Superbike tour, didn't think he'd adjust this quickly.

"I'm surprised, but not a big surprise because last year he did World Superbike at Sugo and Indonesia and he did well," Yanagawa said. "Then maybe he comes good result this year. But I cannot expect win. His riding is quite good, aggressive always, like crazy. I think possible to first year, this year my problem is not like that, too much thinking. Last year I'm not thinking so much and it's so easy. But this is my problem and I want to think he keep it up the whole season. Maybe Yamaha has a good chassis and the Dunlop tires are good for that machine, for him a perfect. Since 1994 he start riding Yamaha and same machine - good combination."

Having developed the Yamaha for the past several years in Japan has given him an edge, some riders believe. The machine is his and he knows exactly what it, and the tires, will do.

"I know the performance of the machine and the characteristics of the machine," he said. "This line is different

from other people. The original line is an advantage, the best line with this machine."

"When Anthony (Gobert) was fast (on the Honda RC45 in Australia or on the Muzzy Kawasaki), he looked like he was out of shape because he was sliding it going in and then he was on the gas," Troy Corser said. "That's when the rider's happy with what he's got underneath him and he uses what he's got. And that's how I can see Haga going. He spent so much time on the Yamaha in Japan, with Dunlop tires. For him, he's just riding on new tracks."

"I think a lot of it has to do with the tires, because Anthony (Gobert) used to look the same. Any rider who's good can come to a new track and go fast; I proved that in '95 and '96 - the first time on the track, by the end of Friday, Saturday, I was up on the first two rows or front row because I was happy with what I had underneath me - that's all I can say. He's obviously a good rider, because he can ride hard and when everything's going good he can use it."

"I think, again, that's his tires. He's just using what he's got. He knows that he can go in here and brake and turn it because the tires let him. Where our things, we try to do it - no way. So we have to go out here and do this. You just use what you got and that's sort of the easiest way to do it. If you can use what you got to the best you can get out of it, you'll be fast. When you try to use something that it doesn't want to do, that's when you crash."

Castrol Honda's Aaron Slight, another World Superbike veteran, agrees with Corser.

"He uses mainly his own lines," said Slight, "but if there's a gap he'll attack and he'll suffer the consequence afterwards - if it's slow out of the corner or whatever. If there's a gap, he'll go for it. Riding around the track in qualifying, he'll be on the same line. Everybody goes on how slow he'd get into the corner, and in 1994, when I was on Dunlop, everybody was going on about Donington too, and they seem to forget it's a different bike. Dunlop's got no real engine brake grip, no reverse grip, where Michelin has a bit more and it's easier to hang it out."

Fogarty, for one, isn't surprised that Haga's been able to get the most out of the bike.

"The Yamaha's always been a good bike," Fogarty pointed out. "It's just now it's got someone who's riding it to the best of its ability. It's always been probably the best-turning bike out there and good-handling bike and on most circuits that's good, apart from Hockenheim, and we don't go there anymore - like Monza, and that's gone."

The ability to go all-out, regardless of the consequences, doesn't always produce the most consistent results. The evidence has come with his erratic finishes this year. Still, it wasn't until the Misano round that Haga failed to score points.

"You guys have just seen a little flash in the pan," Castrol Honda's Colin Edwards II said. "Two races he's gone exceptionally well. One race he crashed his brains out (in practice). It's just



going to be a matter of some tracks he's going to go good, some tracks he's not going to go good. He made the Yamaha win and he did ride it on the edge. That's a lot put down to I'm not as crazy as him. That's the main thing right there. I'm not willing to put my life on the line in every corner, whereas he don't care. If he crashes, he crashes."

For his part, Haga says, "This is not risky riding; in order to get the championship the first year I have to ride very hard."

Haga realized after the fourth race in Albacete that he couldn't ride that way the rest of the season. The bike isn't up to par with the others, though he's diplomatic in describing its shortcomings.

"The bike is not very fast," he began. "Because the bike that cannot go past on straights, I have to try and risk in difficult points so I can pass (the other riders). In any case, Yamaha makes a good engine and bike; they're always developing the bike. It's also why I am matching with the bike. The chassis is perfect. The engine, I want more from engine. That they're trying to do."

Having to ride beyond the means of the engine caught him out in Monza, the third race of the season. The straight-line speed of the Castrol Hondas left everyone wheezing in their wake. Edwards won both races; Slight was second in the first and would've finished second in the second race had he not blown up on the last lap.

During practice Haga had high-sided hard, flying five yards up in the air in a crash he described as one of the five worst of his career. In addition to hitting his face and head, he cut the inside of his mouth, damaged his right hand, ankle and knee, and hurt his back. He had difficulty breathing, but rode nonetheless to a ninth and a 10th.

"There's a limit and he got away

with it a few times," Fogarty said. "He didn't get away with it at Monza."

Where he goes from here will be determined by how much he's willing to risk. With the trend toward slower tracks worldwide, Haga has a good chance of finding success in many of the remaining rounds, including Laguna Seca.

How long he'll remain in World Superbike has been a subject of considerable speculation. Russell thinks that Yamaha should swap Haga for Yamaha Team Rainey's Norick Abe right away.

"They should have done it already," he says. "They didn't know. Then he comes over and wins the first three, leading the championship. Maybe it's better to wait a year, give him a year, and he'll see the tracks, and then put him on something that's real - that'd probably be the best thing they could do."

There's no hurry to move up to the 500cc Grand Prix class, Haga says, even though he impressed many with his third-place ride in this year's Japanese GP at Suzuka.

He expects to race superbikes for two or three years.

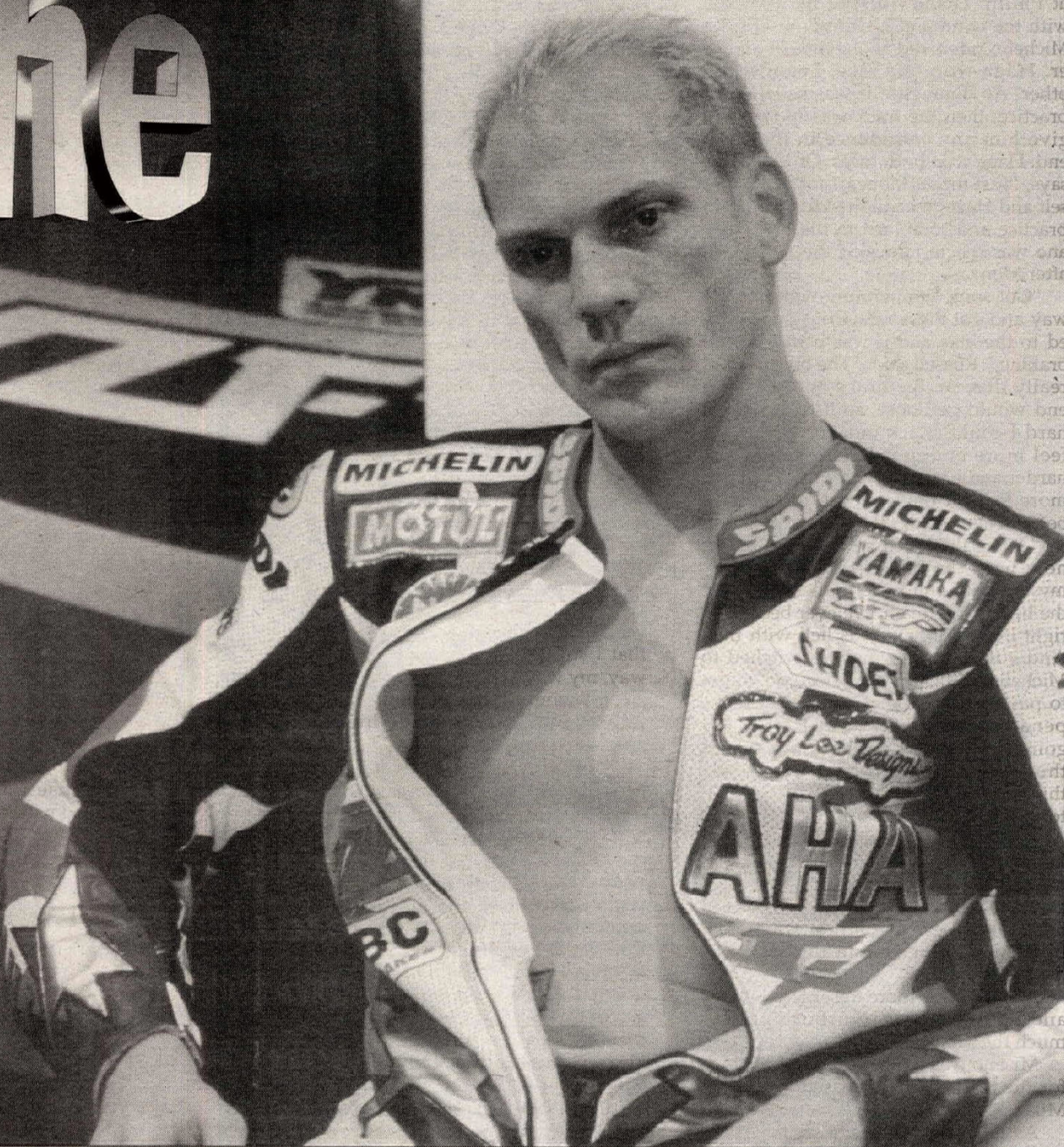
"I'm in no hurry. Give it the time that's needed," he says.

The only shocking thing he said during two interviews was that he wanted to ride a Honda NSR500 four-cylinder. But it turns out that he was misunderstood.

"I'd like to try a four-cylinder 500 Honda, because I already tried a four-cylinder Yamaha," he said. "I think that anyone would like to try a four-cylinder Honda. I've heard that this bike is very good. I'd like to know what it's like."

But he emphasizes that he has no desire to leave Yamaha for Honda, even though he's likely to be the most highly valued commodity on the market when the season ends.

On the hot seat



By Henny Ray Abrams
Photos by Gold & Goose

The words Scott Russell spoke held less meaning than how they were spoken. Scott Russell was angry, his comfortable Georgian drawl now excited, profanities lacing his discourse. He was angry because he hadn't been able to give Yamaha a World Superbike victory in his year and a half with them, though he was happy that his new teammate Noriyuki Haga had. He was angry because he was being written off, that people were going to remember him for what he was, rather than what he knows he is. Yes, he'd won the Daytona 200 for the record fifth time, second in a row for Yamaha, but the win had left him somehow empty, like it was too easy. The victory lap lacked the victorious passion of previous years.

If there was anything which enlivened the 33-year-old Georgian, it was the progress the team had recently made with the bike. New forks tested at the Italian Misano circuit indicated that it was getting better. The results hadn't come, but it felt better, it felt like a motorcycle he could win on - it was a feeling he hadn't yet felt in his time with Yamaha. Now it was up to him, which is how he liked it.

The thing about Scott Russell is that there is no artifice. Bull---t is probably a better word. It takes very little to animate him these days and the stimuli are everywhere. There's his very successful teammate Haga; the "Japanese Gobert," as he calls him. Haga has given Yamaha something he couldn't. There is the aging Yamaha YZF750, a machine written off until Haga whipsawed it into a number of winner's circles. There's the championship he feels he gave away to Carl Fogarty in 1994, a year after his only World Superbike title, that one coming the year after his AMA Superbike title. And there's more.

The greatest catalyst is his ability. Question it at your peril.

"At the end of the day, if I went home tomorrow, I've been World Champion - how many people are going to be able to say that?" he asks. "Not that people remember so much things like that. But I'm not happy about it. There's a few things that bother me. This bothers me right now, having to sometimes watch these motherf---ers go away from me that I know I've waxed the floor with before and will do it again.

"I don't want to be a failed ex-champion. I can't be that. I don't even want to remotely look like this, okay? I want to

go home before that happens. I'll know when it's time to hang up the leathers. I told myself years ago, when I can't win anymore I'm going f---ing home. It ain't about the money, it ain't about being a hero, because I don't care for all the autographs. I'll do it; I can play that part, too. I like winning, crossing the line in front of everybody else and going, 'Yeah. We're the best one today.'"

The last time that happened was this past March at Daytona. After American Honda's Miguel DuHamel took himself out of the race on the 17th lap, Russell was marking time, waiting to roll down pit lane with the checkered flag and spray some champagne. He'd been down that road four times before. When he rode around the track with the checkered flag, he seemed devoid of spirit, like it was more of a job than an accomplishment that will likely never be matched.

"I think Daytona just got so damn easy and nobody to race with, that when I crossed the line, it's like, 'F---, it's over.' That's why I wasn't jumping up and down," he recalls. "This is almost torture all day for me."

Imagine then what it must be like trying to ride that same bike on tracks that demand more of a machine against

riders who've beaten him regularly for the past year. As criticized as the Yamaha is for being outdated, that's not Russell's gripe with the bike. The problem is balance.

"I can still ride the way people used to look at Scott Russell when he rode," he says. "The problem is, I'm on a bike that don't suit my style. I'm on a bike that just don't suit my style. I developed my style on a Kawasaki. He (Noriyuki Haga) developed his style on a Yamaha. Nobody rode that Kawasaki like I did, I don't think. My style is more of a sit-up relaxed position in the corner. The Kawasaki had weight distribution to the front, where the Yamaha doesn't. It sits too far back in the frame. You can't fix it legally. They can probably tack weight on the front, but then the bike's overweight; we're already down on power so our hands are pretty much tied. We're probably one of the only factories out now that won't cheat. Trust me. This is what I have. It's getting a little bit better. I'm beginning to be able to work with it. But it's like sleeping with somebody else's wife - it feels good but it don't feel right. Not that I know what that's like," he quickly added with a laugh. "Every time I throw a leg over it until the (Misano test), other than Daytona, I don't get it. At Daytona I just

smoke at that track. Every time I walk through the garage all this year and most of the time last year it just felt - this is hard to come out of the f---ing bus."

At the season's first race in Australia, at Phillip Island, Russell had trouble with the wind and his tires; most of the Michelin riders did at one time or another. Haga won one race, Fogarty the other. At Donington it was snowing in practice, then the track was too cold to give him any confidence in the front end. Haga won both races. Of Monza he says, "Just forget Monza," for both himself and Haga, who high-sided nastily in practice and rode hurt in the race. Misano was where he tested the new forks after Monza.

"Got some temperature working our way and got these new front forks bolted to the bike and it was better for the braking," Russell said. "The bike used to really dive on the brake and the back end would get loose, so it limited how hard I could attack in a corner. Now I feel more and more that I can attack harder and harder. It gives me a little bit more feel for the front and gives me a better feeling under the brakes."

"And I think I'm getting a lot closer now with the bike. I'm going to jinx myself, but I think we're there. I've got the best f---ing team I've ever been with right here. I'm happy as hell with that. And you know we maybe switched to Michelin and there's a price you've got to pay for the things you do. So far the penalty's been high. But I think it's going to start coming back our way. I think it's going to come back to us. I think we're close. I feel like I can win tomorrow," he said on the eve of the Albacete round. "And I tell you what, I haven't felt like that in a long time. I haven't rolled up to the grid, other than Daytona - forget Daytona - in a World Superbike race in a year or more and felt like I was going to win this race this day."

Albacete was more unsettled weather and he didn't win. Nurburging was much the same.

Misano was where he hoped to shine for the team, which is based outside of Milan.

As he struggled, Haga shone - for a while, at least. In Albacete, Haga admitted that he couldn't ride that hard in every race in every condition and expect to finish. Russell saw it coming.

"Next question: No, it doesn't bother me that he's been doing good," Russell said. "It doesn't. I'm happy for Yamaha. They've won three races because they've gone so long. I'm just sad that it wasn't me to give it to them. Not sad, but I wish it was me. As far as him being quick in the team, it's good for the team morale, and then on my side, we've had worse results than we had at the beginning of the season. My morale's been down, confidence down, wondering if there's a way out. I've been struggling with that. It wasn't just him beating me, it was 10 other guys. So far I'm not sure how he's really doing it yet. It'll work sometimes, sometimes it won't. That's not the way the book says to do it."

"You need to ride it kind of like he does. When somebody passes you, you need to pass them right back; otherwise they get away. He's 20-whatever and I'm 33 and I've been in it for a while and I don't want to get hurt doing some stupid move. If the move doesn't feel right to me, I'm not going to push the issue. I'm just not going to do it. I'm going to ride within my limits - that's where I'm going to be right now. I realize that my championship hopes are really dim this



year, so for me, it's to prove to Yamaha that I still can do this, but in the right way, my way."

Not winning has not only taken its toll on Russell, it's made him more reflective.

"I beat myself up mentally - hard," he said. "Like in the Grands Prix, I had some good results on the Suzuki, podium a couple of times. Led a Grand Prix for 10 or so laps at one point. That was okay. I didn't look at that as a down-time. I looked at last year as the low point of my career: just coming back to the World Superbike series and finish fifth and never win a race. I'm just not going to get my head with this bike and get it working. Plus, we had a lot of tire trouble last year. We had some trouble at some races and it rained a lot. And it was like, man, this is payback for all the bad things I've ever done to anybody in my life, for sure it is. Last year was payback, and I thought, 'Well, hell, we're going to fix it this year. We're going to change tires and we're going to come out swinging next year.' I got my new crew chief, Fiorenzo Fanali. I'll take that guy up against anybody in the world right now. I've been with (Suzuki's) Stuart Shenton, I've been with (Muzzy Kawasaki's) Gary (Medley). Hey, this guy's right here. I'll take him over anybody. He's good with his rider. He's good for the head. A pep-upper if you need it. I can be as down as I can be and he'll say, 'Scott, for sure tomorrow's better,' even though he knows it's not going to be. It's a head game. Half this game's mental. More than half. And I beat the hell out of myself mentally this year and it's bad. It's what's killed me more than the bike, I think, and the tires."

With time on his career running out, Russell has had time to look back. He doesn't always like what he sees, but he's man enough to admit his mistakes and help anyone coming his way. When he's finished with racing, he's thinking of setting up an East Coast version of Kenny Roberts' training ranch at a spread he bought south of Atlanta.

"When you were 21, you could stay up all night and go ride the bike the next day. I've done all that s--- and it's caught up with me. I can't do it anymore. I'd still be doing it if I could,

because it was fun and I was having fun doing it. Now it's like Scott's 33; I've got to kind of get serious about it if I'm going to keep doing it, or go home."

He wonders how good he could have been.

"I think about it, but I don't let it bother me because I feel like you're either f---ing good naturally or you have to work real hard to get there, kind of like a Schwantz-Rainey."

Rob Muzzy, for whom Russell rode the Kawasaki to his greatest success, once said he'd chosen Russell as Doug Chandler's teammate for their synergy. He was hoping that Russell's workman-like approach would blend well with the natural talent of Chandler, that the two would complement each other.

"I didn't feel like I was working that hard, though, to be honest with you," he said. "It was good to have that guy (Chandler) on the team; he's my yardstick - that's how I measure myself on the same bike. I just wanted to beat him."

Ever since he began racing motorcycles, Russell's focus hasn't changed.

"I won my first race and that's why I went back the next weekend, because I enjoyed winning so much. Talladega, Alabama, 1986, Ninja, 1985 model. Won my first race and I already loved motorcycles, but I knew then that I really liked it a lot then because that's why I went back. My career just snowballed. It happened. Seven years later I'm world champ. It just happened for me. I feel like I don't deserve it sometimes. All my friends are pretty much where they were. I went to school with them, they're all working nine to five - some of them don't work at all. And me... it all fell in Scott's lap. It's made me rich from riding a motorcycle - that's kind of cool. I didn't really work as hard as maybe some people thought I did at it. It came more natural to me. I just felt good on a motorcycle. Now it's the other way around. Now, I've put myself in a position where I've had four down seasons now in my book. My career was always on the upswing. Now, '95, it got there and then it's been on a long slide, but I'm not ready to go home yet. I'm fighting it, man, hard. Fighting it hard to stay, to be here. Now I'm having to work harder at it -

more thinking, more working with the guys."

The results haven't come yet and it's working against him. His contract automatically renews itself if he's in sixth place in the championship at a certain point of the year. After the Misano round he was in 11th, 81 points behind sixth - ironically held by Haga - and 138 behind championship leader Troy Cors-er. The contract was negotiated because he was confident he could make the mark - he was sixth in the championship last year - and because he couldn't wait for the delivery of the long-awaited new YZF750.

As it turned out, the contract provision for renewal worked against him after his disastrous start.

"Because that's all that I could think about at the beginning of the year," Russell explained. "Because I knew the new bike was there, I wanted a two-year contract - I wanted guaranteed payment. And they couldn't fit two years of s--- on this bike that I don't like. But at the end of this, I'm going to come back and be the World Champion again - if the bike's as good as they say it will be. It will be; there's no doubt it will be. My manager talked them into doing this sixth-place deal and they did that for me, and it worked against me. I got off to a bad start and all I could see was my career going like this... see my log cabin fading away in the distance. And my possible chances of being able to come back on a good bike and win the championship again. And that's worked against me. I'm over that now. Now I don't care. If I ain't in the top six and they don't want me back, at the end of the day I know I came back and put everything I had into this season and I'm going to finish where I finish. And if they don't appreciate that, I'll go somewhere else. I'll go home."

Russell is serious about that. He wants to finish his career in front of the home crowd, sleeping in his own bed most nights, not living in airports and motorhomes.

"I definitely want to race at home again," he said. "Let's just say that. I don't want to do it next year. I want to win this championship again and I know I can do it."



SPEEDWAY
WORLD INDIVIDUAL
CHAMPIONSHIP SERIES

Round 3: Vojens Speedway Centre

One for the homies



(Left) Three-time World Champion Hans Nielsen roared to life in front of his home crowd and scored a big win at the Danish Grand Prix in Vojens, Denmark.
(Above) Nielsen reaps the accolade of his popular victory. He now sits in fourth place in the series standings.

By John Hipkiss

VOJENS, DENMARK, JUNE 19

"Main Dane" Hans Nielsen proved he still has what it takes to match the best riders in the world with a superb win in his home country during round three of the World Championship speedway series at Vojens Speedway Centre in Vojens, Denmark.

Nielsen showed superb form at a track on which he has dominated through the years. The win moved him into third place in the overall standings at the halfway point of the World Championship Series.

But with Swede Tony Rickardsson finishing third on the night, and close rivals Jimmy Nilsen and Billy Hamill finishing lower down the order, it leaves him a massive 22 points ahead of Nilsen. Rickardsson bans all talk of him winning the title at this stage, but it would likely take some sort of miracle to stop him.

Reigning champion Greg Hancock had his best meeting of the series, getting through to the Consolation Final and finishing sixth overall, but he now has to admit that his chances of retaining the title are all but over. Hancock has been a major critic in the war of words with the sport's authorities regarding the new race format for GP racing, and it may not be so hard to understand his reasons why. In the first round in Prague he was forced out after only two races - and the same happened to his fellow Californian Billy Hamill, the 1996 World Champion, in this meeting.

And yet there may be at least some merit to Hancock's complaints, and not only because of the fact that he has so far failed to reach an A Final. Many riders and fans felt that the meeting was poor for the majority of the qualifying heats, with a big and fast track serving only to give the fastest guys from the gate any chance of winning races. It seems that this era of ultra-fast speed-

way machines on big and flat tracks is reducing the entertainment value that the series greatly enjoyed just one year ago.

QUALIFIERS

Chris Louis, the newly crowned British Champion, had his best meeting of the series, taking the runner-up spot, and he started the racing in style with a good ride to take out Jason Crump in the first race. Crump was left with no chance, as he was on the receiving end of Louis' aggression, and the same can be said of Craig Boyce, who was hit on the inside by Lars Gunnestad.

Brian Andersen was back in action after a nasty shoulder injury which threatened to bring his season to an end - but he responded in style with a superb ride to pass Toni Kasper in a rare moment of excitement in the early stages of heat two. In the same race, Mark Loram did well to hold off Zoltan Adorjan for third after losing control and going to the fence.

Andersen's fellow Dane Brian Karger was a clear winner of heat three, as he pulled ahead of Ryan Sullivan, and World Under-21 Champion Jesper B. Jensen tried everything to get the better of Armando Castagna, but there was no way through.

It was a miserable night for Polish sensation Piotr Protasiewicz, who started with a nasty crash in heat four and was forced into a last-chance race. He responded well to this, with an impressive win in heat five, a race which saw the elimination of Boyce and Adorjan.

Loram held on to his Grand Prix place with his brave race in heat six, when he passed Ulamek to get second; Ulamek was forced out along with Jensen in a race won by Gunnestad. The next two races were won by Louis and the impressive Stefan Danno - but these were not races which included elimination, so the pressure was not so great, and it was clear in the standard of entertainment as well: zero!

Heat nine was the next pressure race, with Loram punching the air as he went over the finish line for a win after a tough first turn which saw him dive on the inside. Aussies Sullivan and Adams were the unlucky ones on this occasion, with Protasiewicz working hard to go through in second. Heat 10 needed to be rerun after the Italian, Castagna, went down in the first turn and caused the stoppage of the race. He was allowed back in, but his night was to end early along with Gunnestad's, with Andersen an impressive winner again.

The main event was next, as the top guys joined in the action, starting with Hancock in heat 11, and he wasted no time in signaling a warning to those who had written him off by riding hard against Rickardsson and doing well to block him out. Danno was quick from the start of heat 12, and Nielsen worked hard to pass Nilsen for second place.

Loram was the star of the show when it came to entertainment, and he pulled off a breathtaking ride to pass Hamill in heat 13 after gating last. It was an important second place, and Toni Kasper was the surprise winner.

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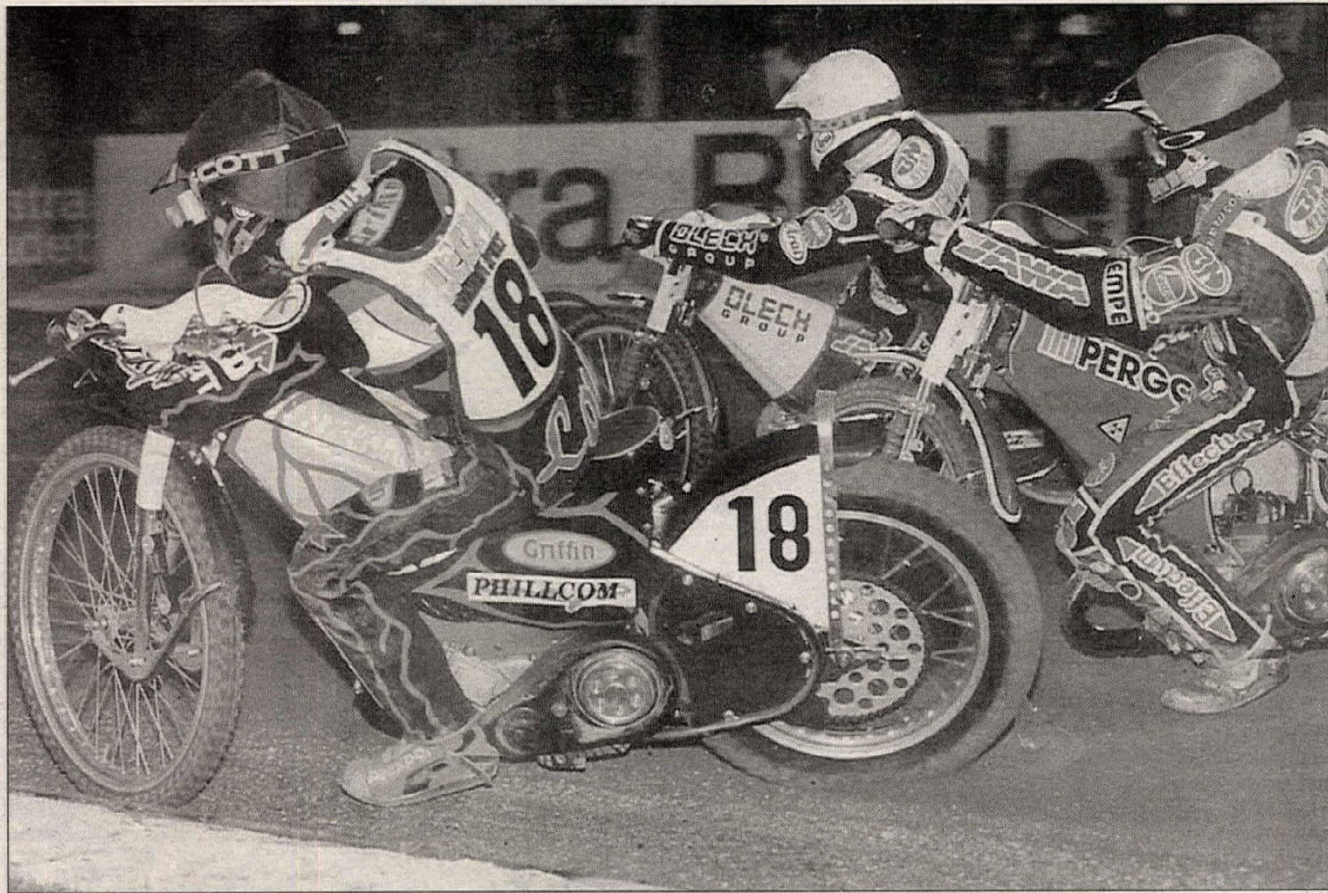
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WINDHAM. YZ250.

BUDDS CREEK.



Protasiewicz was in the wars again in heat 14, and he went into the fence and was excluded - but he still had another chance to go through. The rerun was won by Andersen, and Tomasz Gollob worked hard to get the better of Henka Gustafsson.

Hamill was the first real, shocking failure of the meeting, as he went out in heat 15. He made a poor start and tried everything to get the better of Brian Karger but lacked the speed to get close.

Louis produced a good ride in heat 16 to beat Nilsen and Gustafsson with a superb move. Nielsen saw off the early challenge of Hancock to lead heat 17 from start to finish, and with Gollob going wide, he paid the price by trailing in last. Rickardsson secured his first win of the night in heat 18 with a superb first bend which left his rivals trailing. And Gollob was put out of the meeting by his Ipswich teammate, Louis, in heat 20, as the British rider worked hard to pass him - it left Gollob with only eight Grand Prix points.

CHAMPIONSHIP SEMIFINALS

Louis, Nielsen, Rickardsson and Crump were clear qualifiers from the semifinal stage, Crump working the most to pass Hancock in heat 22. Hancock had to settle for the Consolation Final.

CHAMPIONSHIP FINALS

Kasper was the shock winner of the Consolation Final - and he did it comfortably over Hancock, Karger and the unfortunate Loram, who was edged out by Karger.

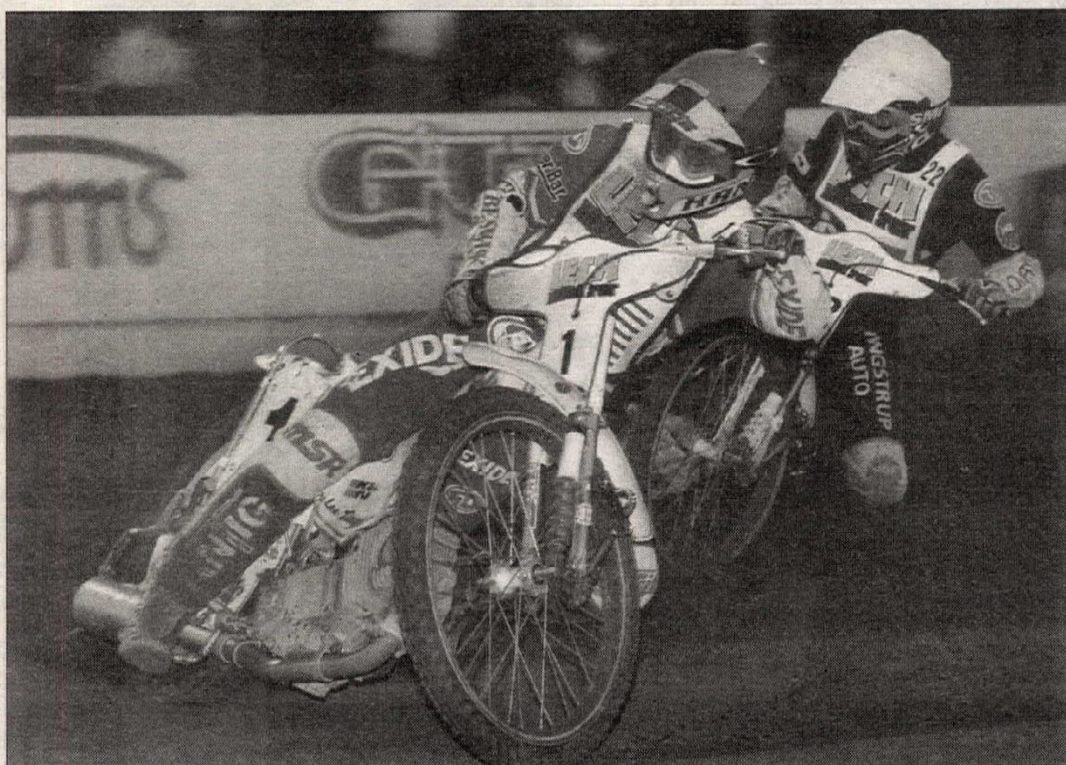
The final was clear-cut from the moment Nielsen made the start off gate three, with Louis chasing hard and Rickardsson settling for third place.

"I've always felt confident of winning in Vojens, and I started the series with serious hopes of becoming World Champion again," Nielsen said afterward. "But you have to take your hat off to Tony - he's had a great series now, but if I can win the next two, and he drops points, I know I still have a chance. It's hard this year, and I have to try and stay in the main event of every meeting - but it's not easy, and this win means a lot to me."

(Above left) As his Team Exide teammate had in the first round of the series, former World Champion Billy Hamill suffered an early exit at Vojens, missing a valuable opportunity to challenge Rickardsson in the standings. Hamill remains fourth, with 44 points.

(Above right) Runner-up Chris Louis (18) tries to run up the inside of series leader Tony Rickardsson (center), while Nielsen (outside) makes a break for the dirt line. Rickardsson finished third, thus maintaining a healthy points lead. Jason Crump (not shown) was fourth.

(Right) Reigning World Champion Greg Hancock has continued to improve with each GP round while remaining vocal in his opposition to the new race format. Hancock just missed out on his first final at Vojens and wound up second in the Consolation final.



Runner-up Louis made no bones about his happiness with his own result in the meeting.

"I'm delighted with the result because everyone was talking about Tony and how he was going to win it again," Louis said. "He didn't, and I want to be up there, challenging. I feel good this year, the team around me is good and I'm happy to be doing well in the Grands Prix. I know there is more to come from me."

Rickardsson is refusing to talk about the title - but he is still more than happy to be in the position of clear leader at the halfway stage.

"I realize the pressure is on me, and everyone will be trying to get the better of me for the rest of the series, but I can cope with that," Rickardsson said. "I'm just going to concentrate on my own racing and my own team. Things are going well, and I'm trying not to worry about anybody else. Hans did well tonight; I have a lot of respect for that guy and he deserves his success, but I want to be up there at the end of the year."

Surprisingly, Hamill was not down after missing out on a high finish - and he refused to blame anything but his own performance.

"People have asked me whether this is all about my engine or other machinery, but I'm not making any excuses - it was all down to me," Hamill said. "I have to take a long and hard look at the way things have gone for me, and I want to get back on the right track for the next round on my home track at Coventry."

Hancock enjoyed his best Grand Prix of the year - but he is still very much against the new format which puts riders under pressure.

"I can see why they've tried things like this, but the supporters can't even fill a program in and, for me, that's not good enough," Hancock said. "We have to talk about it now or just get on with it and hope something changes in the winter, because it's all wrong. It was hard again tonight, but I'm happy to be making steady progress, and I'll stay positive about it all."

Vojens Speedway Centre Vojens, Denmark Results: June 19, 1998 (Round 3 of 6)

SEMI 1: 1. Chris Louis; 2. Hans Nielsen; 3. Mark Loram; 4. Antonin Kasper.

SEMI 2: 1. Tony Rickardsson; 2. Jason Crump; 3. Brian Karger; 4. Greg Hancock.

CONSOLATION: 1. Antonin Kasper; 2. Greg Hancock; 3. Brian Karger; 4. Mark Loram.

FINAL: 1. Hans Nielsen; 2. Chris Louis; 3. Tony Rickardsson; 4. Jason Crump.

FINAL PLACINGS AND SCORES: 1. Hans Nielsen (25); 2. Chris Louis (20); 3. Tony Rickardsson (18); 4. Jason Crump (16); 5. Antonin Kasper (15); 6. Greg Hancock (14); 7. Brian Karger (12); 8. Mark Loram (10); 9. (TIE) Tomasz Gollob/Jimmy Nilsen (8); 11. (TIE) Brian Andersen/Stefan Danno (7); 13. (TIE) Billy Hamill/Henka Gustafsson (6); 15. (TIE) Piotr Protasiewicz/Andy Smith (5); 17. (TIE) Leigh Adams/Lars Gunnestad (4); 19. (TIE) Ryan Sullivan/Armando Castagna (3); 21. (TIE) Zoltan Adorjan/Sebastian Ulamek (2); 23. (TIE) Craig Boyce/Jesper B. Jensen (1).

WORLD INDIVIDUAL C'SHP SERIES POINTS STANDINGS (After 3 of 6 rounds): 1. Tony Rickardsson (68/2 wins); 2. Jimmy Nilsen (46); 3. Hans Nielsen (45/1); 4. Billy Hamill (44); 5. Chris Louis (43); 6. Tomasz Gollob (40); 7. Greg Hancock (30); 8. Henka Gustafsson (29); 9. Stefan Danno (27); 10. Toni Kasper (26); 11. Mark Loram (23); 12. (TIE) Ryan Sullivan/Jason Crump (22); 14. Andy Smith (21); 15. Leigh Adams (20); 16. Zoltan Adorjan (14); 17. (TIE) Brian Andersen/Brian Karger (12); 19. (TIE) Armando Castagna/Peter Karlsson (9).

Upcoming Rounds:
Round 4 - Coventry, England, August 7
Round 5 - Linköping, Sweden, August 28

By Scott Rousseau

LIMA, OH, JUNE 27

Though the rain would eventually wash away what might have been the perfect ending to a great show at the Allen County Fairgrounds (see "In the Wind"), the sun did shine brightly on one man at the beginning of it.

Perennial privateer Steve Morehead, 42, from just up the road in Findlay, Ohio, formally celebrated his 25th Grand National season with his closest friends, fans, sponsors and nearly 9000 fans at the Allen County Fairgrounds during the opening ceremonies for the Ohio National Championship Half Mile.

"That was really neat," Morehead, who also celebrated his 20th-anniversary season with a special ceremony at Lima, said afterward. "Everyone that I ever raced for was standing out there - guys like Dave Woods, who was my Novice sponsor, and Delbert Bush and Gary Grainger."

The front-straightaway party was a complete surprise, coordinated by several longtime Morehead supporters, including Dee Johnson of D's Leathers and Lima promoter Dave McCarthy. Morehead was bestowed two awards: the first, an elegant marble statue with his likeness engraved in it was courtesy of Morehead sponsor Doug Stewart of the Denver Buffalo Company. The second really blew Morehead away, as he was presented with an incredible, wood-carved dirt-tracker, which was commissioned by Morehead sponsors F&S Harley-Davidson and KK Motorcycle Supply and fashioned by presenter Joe Odom.

When Morehead saw the carving, he promptly fell over on the stage and then planted a big kiss firmly on Odom's lips.

"You don't understand," Morehead said. "That thing is unbelievable. He (Odom) made one of 'em for Dan Ingram once, and after I saw it, I've practically been begging for one ever since. When I saw it, I was in a state of shock."

To top it all off, a pickup truck arrived on the front straightaway, carrying a 2-foot-wide, 8-foot-long Steve Morehead 25th-anniversary cake in its bed, courtesy of Dee Johnson and Mike's Harley-Davidson owner Mike Adkins. After the racing was called, Morehead invited all the fans to come into the pits and grab a piece of the cake.

The whole ceremony was just desserts for Morehead, who began racing motorcycles at age 11 in 1966. Eight years later, Morehead was an AMA Grand National rookie, scoring a season-best seventh-place finish at the Santa Fe Short Track in Hinsdale, Illinois. One year later, he was sixth at the same event.

But those results belied the fact that, in reality, Morehead wasn't really a short-tracker. Rather, he continued to gain acclaim as a hard-riding half-miler who excelled on the cushion tracks - the rougher the better - like those found in his native Ohio. His abilities on the big tracks finally showed in 1976, when he scored his first career podium finish at the Columbus Half Mile. He would make three more podium appearances in 1977, and then in 1978, Morehead scored his first career Grand National victory at the Meadow Lands, Pennsylvania Half Mile on September 17. That win, combined with his ability to run consistently on tracks of all types of size, shape and surface, netted him his first top-10 ranking.

Since then, Morehead has enjoyed 16

Golden Years



seasons inside the AMA's Grand National top 10 and has racked up 22 career Grand National victories, his last coming at the Lincoln, Nebraska, Half Mile on August 19, 1996. He has won four times on the big mile tracks. Through it all, Morehead said it still feels good every time he swings a leg over his motorcycle.

"Sure it does," Morehead said. "It's hard to believe that I've been doing this as long as I have."

In that time, Morehead said that he has seen a lot of change in the sport.

"The biggest change I've seen is that although we're not really racing for any more money, more money has come into the sport," Morehead said. "You can look at the big rigs that some teams are driving, and the motorhomes, and see that more people are investing in this deal. I think that's good. We're seeing more sponsorship... Somebody must be doing something right."

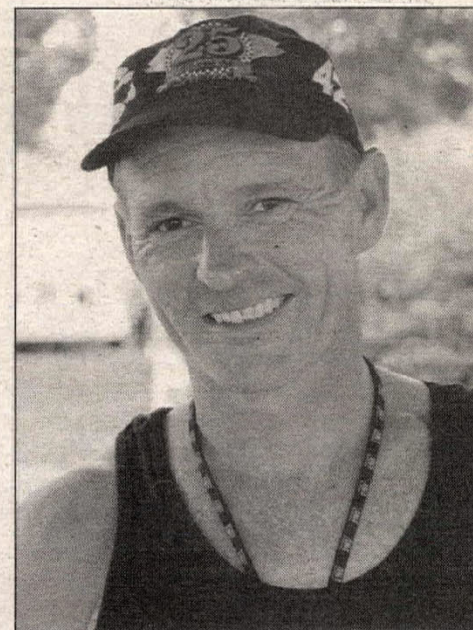
Morehead also noted that the sport appears to once again be rich with new talent, as evidenced by the current crop of fast, young riders such as Mike Hacker, Rookies of the Year Johnny Murphree and J.R. Schnabel, and Billy Martin.

"This newest crop of kids just keeps getting faster and faster," Morehead said. "See, there was a lull there for a

while, and I think that a lot of it had to do with mom and dad doing everything for the kid - he doesn't even help unload the truck - and then he doesn't learn anything. But these new kids like Johnny Murphree... and this Billy Martin - there's a kid who drives himself around the country and works on his own motorcycle, just like the old days."

Morehead also said that part of his success over the years has come from running as many races as he possibly can.

"There's no way you can survive on the Grand Nationals," Morehead said. "I ride all the little tracks to pay my way to the big tracks, so that I can take that big-track money to the bank. Plus, if you're



riding all the time, you always learn something."

All those race tracks, and Morehead still says that Lima is his favorite by far.

"How often do you get the chance to race 30 miles from your hometown?" Morehead asked. "We get a lot of support there. But it's funny, in this deal, you wind up making more close friends from outside of the state of Ohio than you do in your hometown."

And, Morehead says, all those friendships - 25 years' worth - are the one aspect of his career that he wouldn't trade for anything.

"It's that camaraderie," Morehead said. "I'm proud of what Scott Parker has done, and what Ricky Graham accomplished. I still get excited watching guys like Will Davis and Rich King. I'm proud to be a professional motorcycle racer, and I'm proud of this sport."

It is a pride that Morehead said he will maintain as he continues to promote his own races, such as his Eldora Half Mile, and works in the industry when it is finally time to hang the leathers up. In the meantime, will he see a 30th anniversary?

"Man, I don't know," Morehead said. "I hope not."

And thinking about that a little bit more, he added with a laugh, "Then again, I'd hate to think that it took me 25 years to get my act together, and now I'm gonna quit?"

(Above) Can you believe it? Steve Morehead has been racing Grand National dirt track for 25 years and, at 42, shows no sign of slowing down.

(Above left) Morehead's formal celebration took place at the Lima Half Mile, where he was presented with several gifts, including this incredible wood carving that commemorates his 25 years in racing.

(Below) Now that's a cake!





FEATURE HARLEY-DAVIDSON 95TH ANNIVERSARY REUNION

A letter from the road...

Dear Mom,

Just had to write you and tell you about the experiences that I had on the way home to Milwaukee for Harley-Davidson's 95th Anniversary celebration. I could tell you that it was great, that it was fun - there are so many single words that could be used to dismiss the entire adventure as just another trip.

But they wouldn't do it justice.

It's so funny how the whole thing came together so quickly despite the fact that since the 90th anniversary I had been telling everyone that I was defi-

nitely going to go home for the 95th. The reasons for the trip were valid enough. It would be a media spectacle, which meant that *Cycle News* would pick up the tab, and it would give me the opportunity to visit the family and friends that have remained in Milwaukee while we have been away for so many years.

But I figured that I'd be *flying* back for the 95th Anniversary, until a chance phone call about two weeks or so before the event changed all of that. See, I thought it might be cool to at

least have a Harley-Davidson to putt around on while I was in Milwaukee, you know, to help me gain a little perspective on the atmosphere. So I placed a call to Natalie Roser in Harley-Davidson's public-relations department to make the request.

Natalie, 28, can be a journalist's best friend. She is actually the assistant to Steve Piehl, Harley's head of public-relations, and she always seems to have immediate answers to the questions/requests that I have for her. In my opinion, Natalie is very good at her job.

Anyway, I asked her if I could have a bike for Milwaukee, but she must have thought that I meant a bike for the group ride to Milwaukee from Riverside, California, which was going to be led across the country by several of the top executives from Harley-Davidson -

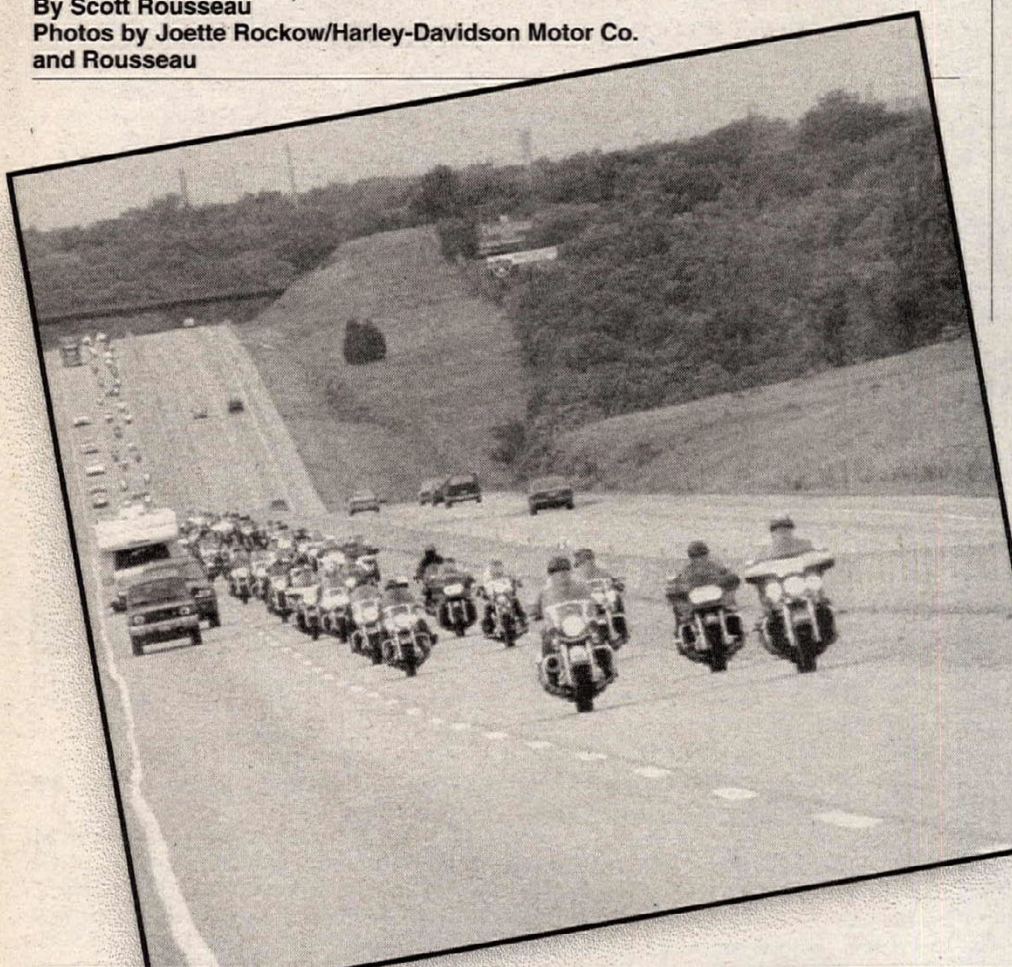
including the entire Davidson family - for a whole week before the tour reached its final destination in Milwaukee on June 9.

Before I knew it, I had lined up a '98 FLHRI Road King for the ride, and I found myself plunged into my usual hasty 11th-hour planning. Loose ends in the office meant that I wouldn't be able to make the Riverside departure of Tuesday, June 2, which saw the group heading north through Arizona and then winding into Colorado's Rocky Mountains before they dropped back onto the Kansas plains around Friday or Saturday. They would finish up with a run through Iowa and Illinois and then home across the Wisconsin border. Instead, I would be leaving on Friday and playing catch-up.

My biggest concern was the bike's minimal luggage capacity. After all, even though Harley's hard saddlebags are rather capacious, there's only so much you can put into two of them. But after a little thought and a little standing on them to get them shut, I had managed to cram in the bare essentials: one extra pair of jeans, socks, toiletries, a swimsuit and a pair of flip-flops, rain gear, a light jacket to replace my leather jacket in case of warm conditions, and... oh yes, a dozen Harley-Davidson T-shirts; one must be prepared.

By Scott Rousseau

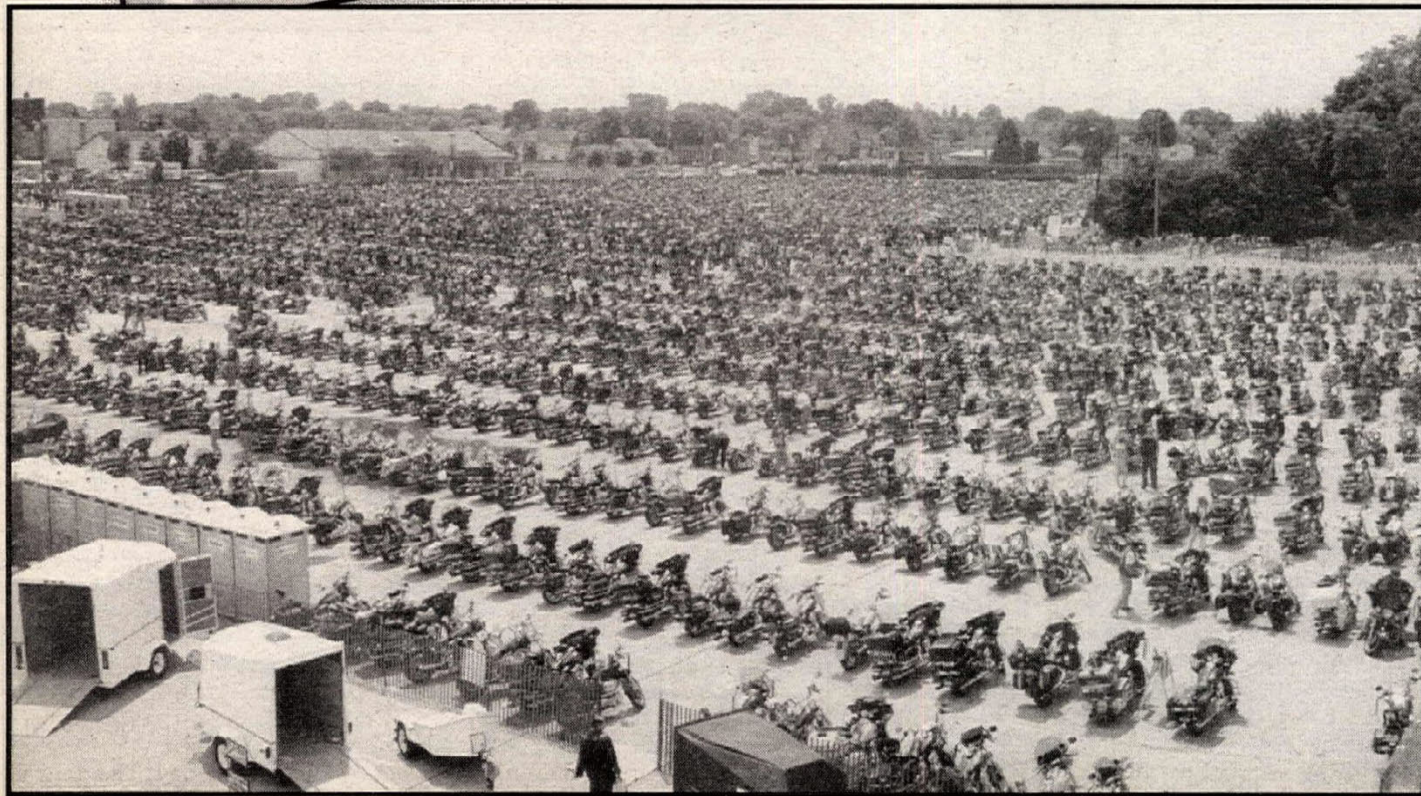
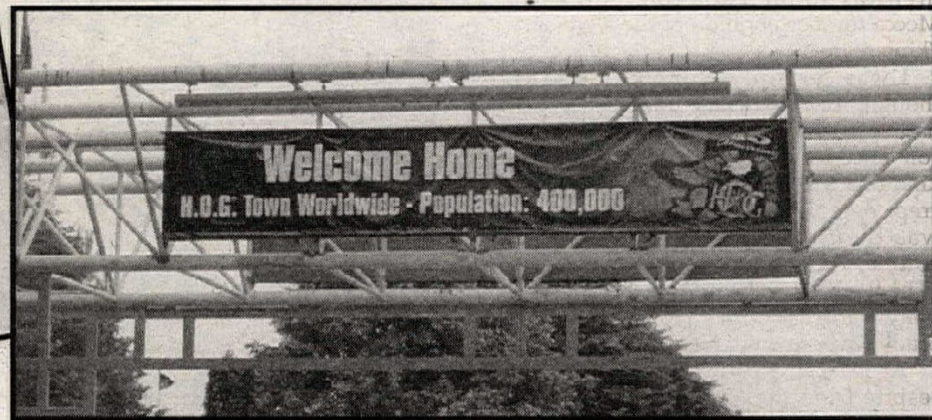
Photos by Joette Rockow/Harley-Davidson Motor Co. and Rousseau



(Left) Celebration bound: Harley-Davidson executives lead a throng of riders toward Milwaukee for the Harley-Davidson 95th Anniversary celebration.

(Below) Wisconsin State Fair Park. This is one of six parking lots that filled to capacity on Saturday, opening day of the national Hog Rally.

(Bottom) State Fair Park. This about sums it up.



After that, it was just a matter of figuring out where and when I could catch the group. I surveyed the route sheet and saw that the ride had planned a stop at the new Kansas City Sportster facility on Sunday, followed by a party and then a layover for the night. The group was expected to be there by around 12:30 p.m., so I figured that if all went well, and if I was in Kansas City by 1 p.m. on Sunday, then I would meet the ride there.

And so it was that with my two overstuffed saddlebags and my 95th Anniversary backpack strapped on, I rolled out of my driveway in Laguna Beach at 8 a.m. on Friday. I jumped on the 73 and then made the crossover to the 55 North, and then onto the 91 East to Riverside, and I was truly on my way.

For the first hundred-and-some-odd miles, I was content just to listen to the muted V-twin drone emanating from 41ZF's (that was the factory license number) twin exhaust pipes while keeping an eye on the congested traffic that is the bane of almost every Southern Californian's existence. But we rolled along smoothly, and before I knew it I had negotiated the 15 North toward Las

and the heart

Vegas and was ready for my first fuel stop in Barstow at 10:30 a.m.

There wasn't a cloud in the sky as far as I could see, so I took the time to change jackets, and with the traffic now much less frantic, I hooked up my CD player for a little musical companionship on the long trek on I-40 across the Mojave desert to the Colorado River and into Arizona. First choice was pretty obvious for such a trip. I threw Bruce Springsteen's Greatest Hits into the carrier, and I was revitalized as the first few bars of "Born to Run" played while I gathered speed on the on-ramp.

You know, Mom, Springsteen might as well have been singing about Harley-Davidson in that song, because it seems like The Motor Company was born to run, and it has been since 1903. It's been said that "Harley-Davidson began in a shed, went to war, became the symbol of American individualism and ended up 'king of the road,' all in only 95 years." Messianic overtones, but man, is it ever true. The story of how three simple motorcycles, built in that Milwaukee shed by the Davidson brothers and William Harley, grew into a quintessential symbol of Americana has been told over and over. It is a gospel that has continued to spread and has been gathering more disciples for 9 1/2 decades. And here I was now, heading down the highway to the gathering point, the Mecca for a celebration of the legendary "king of the road."

I was certainly alone in doing it, though, for now. Hard to believe, but I hadn't seen a single other Harley-Davidson since leaving the L.A. basin. It was kind of a weird feeling, this thought that crept over me, a voice telling me that I was the *only one* heading home. Of course, I knew that wasn't case, and "The Boss" was aboard to keep me company - at least until I reached the Colorado River town of Needles.

At least in Needles I was offered a respite from the silence when I made contact with a husband/wife team of fellow nomads who were heading for Milwaukee. Buck and Janet Guest, from China Lake, California, had been to the 85th and 90th anniversaries. As Buck, a 41-year-old rocket-propulsion engineer with the U.S. Navy told me, "It was good to be heading back home to Milwaukee to be with the family." I didn't quite understand what he meant, but nonetheless, they were neat folks, and we spent lunchtime talking about his "ugly-but-comfortable" '91 Electra Glide Police Special and her pretty white-and-fuchsia-flamed '93 FXRS. And soon it was time to be moving on down the road, but as I bid them goodbye, I left with a feeling that I had made some new friends. Maybe I'd see them in Milwaukee. (As it turned out later, I did.)

And the desolation returned, but at least the Road King and the music - which by now had been changed to Harley-Davidson's own Road Songs CD set - were steady companions, neither of them missing a beat. Seemingly in as much time as it takes to tell it, the Mojave desert gave way to the painted desert, which gave way to the forested mountains of Northern Arizona. This was Grand Canyon country, and the cool air and evergreens made for some



of the most breathtaking scenery of the ride. Desolation was replaced by solitude, as The Byrds' "Ballad of Easy Rider" chorused through my headphones. By the time I left Arizona behind, I'd made a fuel stop in Seligman, bypassed the city of Flagstaff and decided to "take it easy" through Winslow before stopping for dinner in the Navajo-country town of Holbrook.

The sense of desolation repaid a visit as the New Mexico prairie draped out in front of the 'King and me like an endless rolling carpet. I didn't know if I'd ever see the end of it, but with almost 600 miles behind me already, I had found my rhythm, and I knew there was no turning back. The newfound sense of accomplishment had all but killed the desolation when the beautiful sunset over my shoulder finally lost its fight with the coming night. I rolled into Gallup, New Mexico, for another stop, and again was curious at the total lack of Harleys along my route.

Let me tell you, Mom, had I known then what I know now, I might have thought twice about pressing through the night to Albuquerque. It seems that the 18-wheelers really like to make time across the prairie at night, and when 85 mph is too slow, you kind of feel like you're out of your league, you know? It seemed like every time I would move over for one, another would come lumbering up behind me, just waiting to strain me through its grill if I didn't yield fast enough. That last hour and 40 or so was tense, but then the twinkling lights of New Mexico's largest city beckoned me, and after snuffing the tiniest notion that I could make it another 144 miles to Santa Rosa, I pulled off and looked for a hotel. The Super-8 West was the big winner. The reason? I finally found a dozen or so Harleys resting in the parking lot.

Morning seemed to come quickly, and after a shower and a quick break-

fast, I was ready for my run through the rest of New Mexico and then into the "Tornado Alley" regions of the Texas panhandle, Northeastern Oklahoma and Kansas. Except for a brief conversation with a trio of Orange Coast HOG members who were roughly heading along the same route as me, I still hadn't seen the throng of Harleys that I figured might be on the road home.

But that was okay, Mom, because I checked my maps before I left and realized that I was further down the road than I thought I'd be at this point. The proof was on the tripmeter of the Road King, which registered 805.4 miles. Hays, Kansas - one stop earlier than Kansas City on the organized ride route - was only 500-odd miles away and, besides, I knew that route 54, which started bearing me east and then north out of Tucumcari, New Mexico, was a sparsely traveled two-laner, which meant I could probably keep my speed average up.

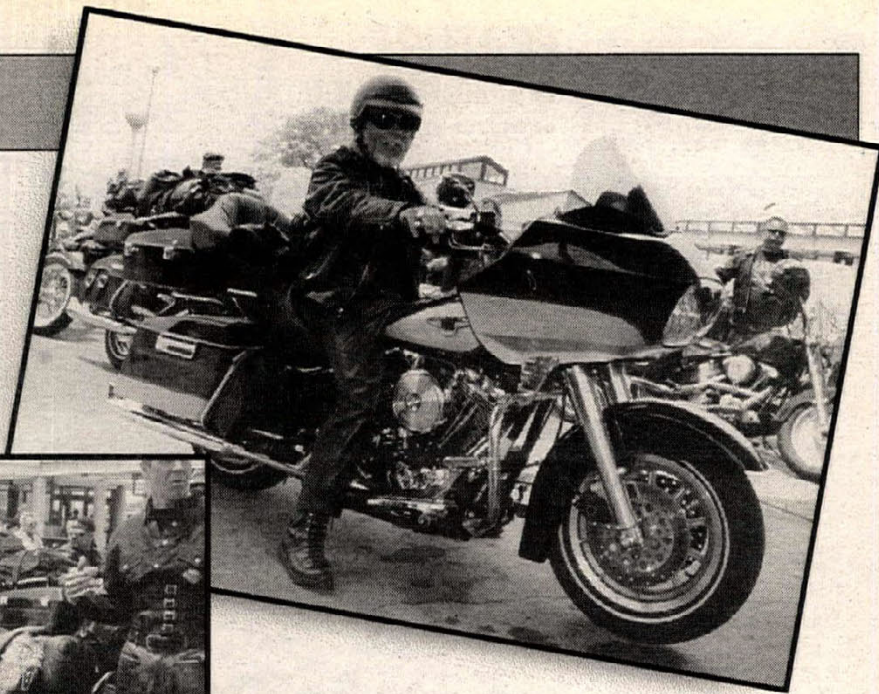
Things were looking up, but then, just as quickly, a cold front just to the east of Albuquerque so thoroughly chilled me that I had to stop after 20 minutes of riding and refit the rain gear. I did, and rode for about another 20 minutes before the sun came out and the temperature changed so quickly that I found myself pulling off again to avoid overheating. After that, it was smooth sailing, and I continued to pull off every 140 miles or so to fuel 41ZF, which was performing flawlessly other than a slight but insignificant hesitation in the

throttle response at 70 mph for a couple of seconds after I would back off from a higher speed. Maybe it was a fuel-injection mapping glitch? Who knows? It wasn't bothersome.

Thanks to the Rolling Stones, Texas and Oklahoma seemed to flow by rather quickly, the cattle ranches, grain silos and agricultural fields signaling that I was indeed entering the heartland of the great plains. I remember Dalhart, Texas, and Guymon, Oklahoma, but that's about it. And then right before my eyes appeared the amber waves of grain under spacious skies to mark my passage into the state of Kansas.

It was here that I headed due north along State Route 183 to Hays - the home stretch. It wasn't a cakewalk, however, as a violent case of hay fever left me feeling all but wiped out. That was compounded by the Road King's refusal to shift into second gear as I rolled through a four-way stop in Kinsley. I had to reach down and yank it in by hand, and then it seemed to be fine. I would later discover that the heel-kick shifter had come loose and wedged itself against the left footboard. Yanking the bike into second gear only served to waste the shift shaft at the kicker's attachment point, leaving the kicker to bounce around on the footboard for the rest of the journey. Problem solved, since I used my toe to upshift anyway.

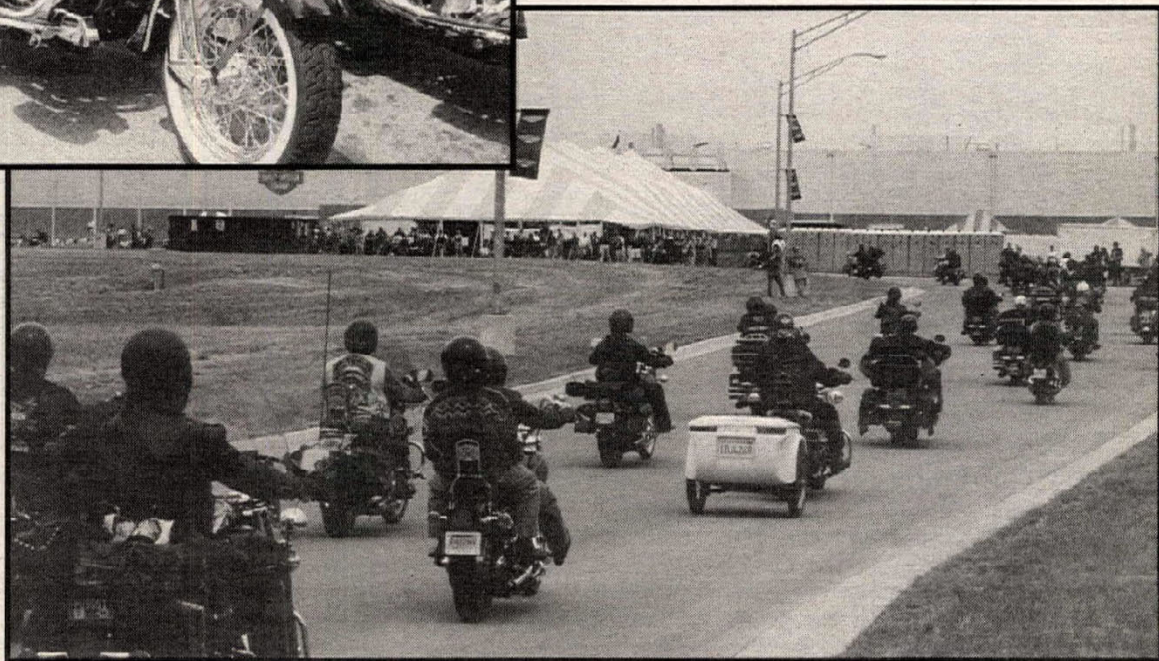
The last 120 miles to Hays were among the most peaceful that I experienced on the second day. The gold of the grain fields met with the deep blue



(Above) The Man and The Machine: Willie G. Davidson and his Road Glide.

(Left) Karen Davidson looked sharp on her 95th Anniversary Heritage Softail Springer.

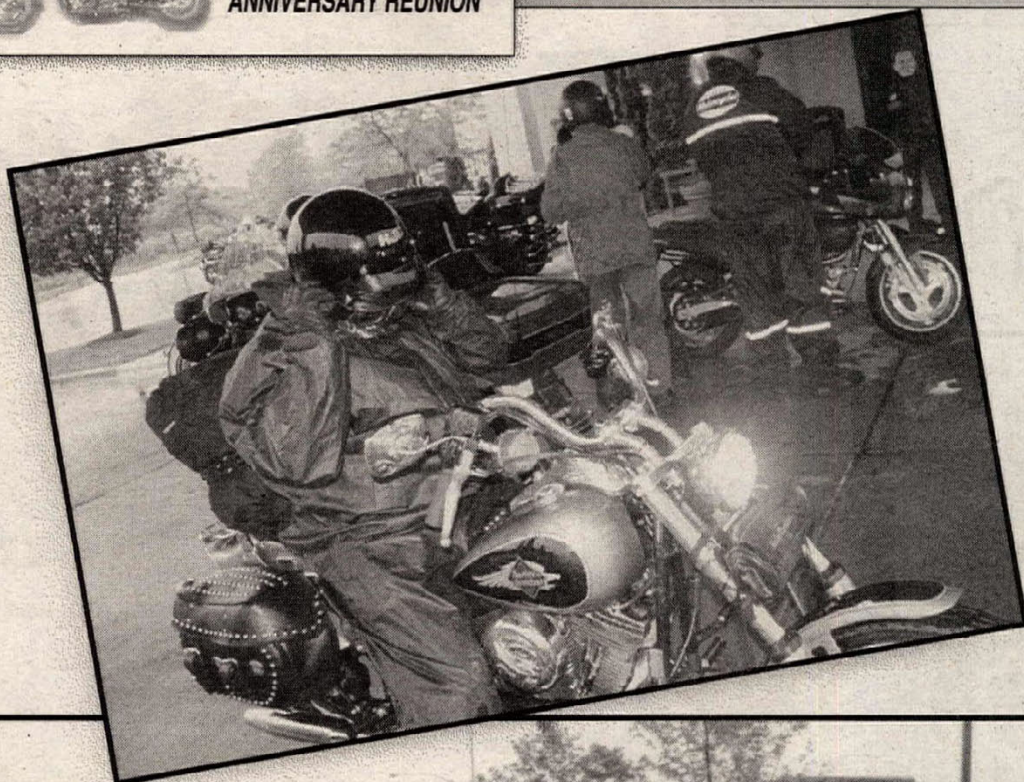
(Below) Rolling to a huge welcome at the Kansas City Sportster facility, Sunday, June 7.





FEATURE

HARLEY-DAVIDSON 95TH ANNIVERSARY REUNION



(Above left) Gearing up for rain out of Kansas City. Riders dealt with two days of everything from mist to deluge. (Left) The Davenport, Iowa, street party, Monday, June 8. (Above) H-D vice president of powertrain operations Ken Sutton shuttled his wife and 9-year-old son from Riverside, California, in this Tour Classic with sidecar.

of a sky mixed with the occasional billowy white cottonball cloud. I ran along that Kansas two-lane, marveling at how the "plain" scenery of the Great Plains could be so incredibly eye-pleasing, interrupting those thoughts only to wave at the occasional farmer on his tractor, or children playing in front of their antique-looking farmhouses.

When I finally reached Hays, I knew that I had *made it*. Whereas before, I rarely saw another Harley-Davidson, here they were everywhere you looked. It was awesome. Sportsters, 'baggers, Softails, hardtails. The "Wild One" bikers on their chopjobs. Families in sidecars.

But first things first; I headed straight to a pharmacy for some allergy relief, and then checked into the Best Western Vagabond Hotel. After that, I cruised down to the local street party to see what was going on, spent an hour or so, and then returned to my room to retire.

Sometimes, Mom, it's funny how lucky I get. I was out cold when the first Harley cracked to life in the parking lot, acting as an alternative wake-up call to the one that I had asked for. After cleaning up, I walked outside and watched as a guy was putting the finishing touches on the spiff job of his beautiful maroon-biege-and-black-leather 95th Anniversary Road King. As he fawned over the immaculate machine, I jokingly offered to let him work on mine when he was through. Next to his bike, 41ZF's dust-coated black-and-green paint scheme and bug-splattered windscreen made it look like a heap. As it turns out, he later introduced himself as Tom Haudricourt, "Corporate Spouse." Tom is married to Trish Haudricourt, and Trish is Harley-

Davidson's director of meeting and travel services. As I chatted with Tom, who told me that this trip was the coolest thing that he'd ever done, I realized that his was just one of the few 95th Anniversary specials resting in the parking lot. And then it dawned on me that I had actually found the heart of the ride, the "core group" of Harley-Davidson executives and VIPs.

As everybody geared up for the ride, I noticed that the core group members were staging on the other side of the parking lot, next to a semi truck. So I figured I'd roll over there and check 'em out, and who do you suppose I found? The entire Davidson family, as they were making final preparations for the departure to Kansas City. I wanted to say hello to Willie G. and his son, Bill. Remember, Mom, when I told you how I got to meet Willie and his wife, Nancy, and Bill during the new-model introduction in Milwaukee a year ago? That was a true career highlight for me, but that was then and this was now, and I was prepared to formally reintroduce myself. After all, Mom, they must meet thousands of new people each year. There's no way to remember them all and, truth be told, it's not like *Cycle News* is the type of Harley-Davidson-only publication that would make mine a "memorable" name to them anyway.

So I walked up, cleared my throat and said, "Bill, I'm—"

As Bill looked at me, a pleasant smile crossed his face.

"Hey, Scott, how are you doing!?" he said with an enthusiasm that really shocked me. "It's good to see you. We heard that you were coming. I'm glad you made it okay."

Mom, if I wasn't dumbfounded already, I was when Bill turned to Willie G. and Nancy and said something on the order of, "Hey, look who's here - it's Scott from *Cycle News*. He caught us."

They both came over, smiles on their faces, and greeted me warmly. Willie said that he, too, was glad to see me, and he went on to relay how much he had appreciated my story on the '98 models and on his New Product Development Center, which is located right behind the Capital Drive Engine Plant in Milwaukee.

"You focused on the best part," Willie G. told me with a smile and wink. And soon after, Bill introduced me to his wife, Kally, his sister, Karen, whom I had never met, and his brother, Michael, who I didn't even know *existed*. Sorry, Mike.

Flattery and pride? That's an understatement, and I suppose that I will never again seek my 15 minutes of fame. As far as I am concerned, being greeted in such a manner by motorcycling's "first family" will suffice.

By then it was time to get going, and I waited for the executives to pull out before latching onto the back of the group as we rumbled to I-70 East for the day's first leg, to Salina. The sensations were far different from those I felt during my solo portions of the trip. Instead of just one, there were now hundreds of V-twins, filling the air with an enchanting song that played through miles of exhaust tubing. It was a thunder that truly stirred the soul. From that moment, I was content to forego the CD player for the rest of the trip.

And my old friend, solitude, was a distant memory, replaced by senses of camaraderie and companionship, which

came not only from a score of fellow riders, but also from the fans and well-wishers that had awoken early in the morning just to see us all off. The fanfare was unbelievable. Willie G. later told me that the enthusiasm offered by the people of Hays really blew him away and was a definite highlight of his own experience.

Our motorcade rolled along to Salina, where we stopped for fuel, thus giving me my first group experience with such an undertaking. A fellow journalist, who had gone on one of the Anniversary rides prior to this one, warned me about the gas stops, which were more like cattle calls. Instead of the 10-minute breaks I had been used to, each group pit stop was an hour-long layover, as hundreds of riders descended upon the pumps like a swarm, threatening the very sanity of the attendants, who pinged every time the next guy came in to say, "Hey, can you clear pump number..." I quickly learned to play it just a little smarter and stop at the station just down the street.

We rumbled out of Salina and back onto the I-70, me electing to jump just a bit ahead before dropping back into the group - right behind some guy with a Barbie Doll strapped to the backrest of his Road King. As we rumbled toward Topeka, our next stop being the Kansas Historical Museum, I noticed that I was pretty close to the front - I could actually see Karen Davidson as she skillfully guided her 95th Anniversary Heritage Softail Springer - but I never really gave it a thought. We rolled into the museum parking lot, only to be greeted by another army of bikes that was definitely going to add a fair amount of thunder to our party when we left.

As I climbed off to shoot some pictures, I was met by this mountain of a man, who motioned me aside and then politely explained to me that he would appreciate it if I dropped back away from the family a little, you know, for security reasons. Well, the guy turned out to be "Barbie Man" Scott Phillips, of Riverside, California. Phillips, in his early 40s, was hired on as personal security for Willie G. and Nancy Davidson. Despite that awkward first meeting, we talked again later, and I found out that Scott was a pretty cool person. He told me how much he'd enjoyed the trip, how it was such a tremendous honor for him to be riding with the Davidsons, and how he wouldn't trade this experience for anything.

Believe me, Mom, by now I was already beginning to get that same picture.

JUNE 21 WAS THE LONGEST DAY OF THE YEAR. ESPECIALLY FOR THE GUYS TRYING TO CATCH RICKY.



"I felt pretty good about today. I did my homework this past week, rode hard and it seems to have paid off"

— Ricky Carmichael,
Team SplitFire/Pro
Circuit/I-800-Collect/
Kawasaki

Round 5

125cc National AMA Motocross Series
Budds Creek MX Park, Budds Creek, MD

The first day of summer was a scorcher at Budds Creek.

But it wasn't the heat and humidity making the 125cc

Motocross riders uncomfortable. It was Ricky Carmichael and his KX125.

They ran away with a commanding

1-1 victory, making it the second year

in a row Carmichael and Kawasaki

have teamed up for a double moto win at the Creek.

With results like these,

the season is about to

get very interesting for

Ricky. And longer and

longer for everyone else.

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FEATURE

HARLEY-DAVIDSON 95TH ANNIVERSARY REUNION



(Left) CN associate editor Scott Rousseau rolls through a blustery Iowa. Almost home and loving every minute of it!
(Above) French stuntman Francois Schetelat was part of Wednesday's entertainment on the Milwaukee Mile.
(Below) Opening ceremonies at the State Fair Park HOG rally included a parade of banners, representing every HOG chapter in the world.
(Right) World Famous ring announcer Michael Buffer emceed the opening ceremonies at State Fair Park.

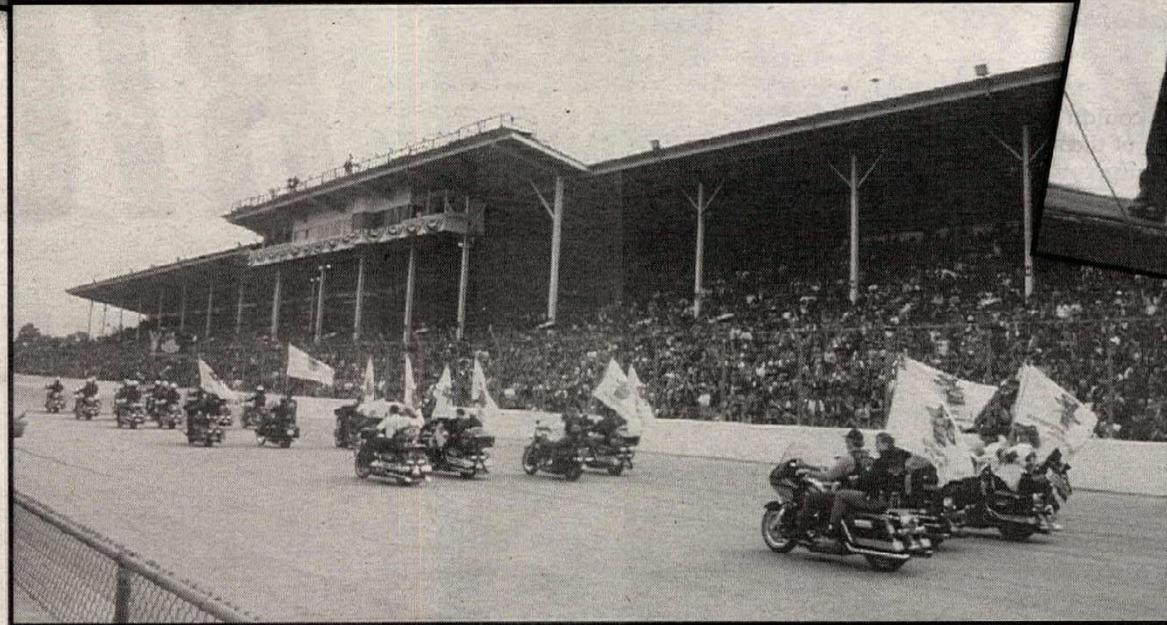


It was around noon when we saddled up to make the break toward our final stop of the day, Harley's new Kansas City Sportster plant. Once there, we would be greeted by a throng of Harley faithful, Kansas HOG members and H-D employees. There were displays and bands, and Harley-Davidson even opened up its plant for everyone to tour through. That in itself was worth making this part of the trip. The paint facility inside the building is really the most impressive part, and proof positive that H-D is constantly striving to improve the quality of its motorcycles.

That was the first place that I saw Harley-Davidson's director of styling, Lou Netz. I'd met the 48-year-old Netz in Milwaukee a year before. Aside from having the coolest job in the world - he gets to design and mock up motorcycles that could very well be the next greatest Harley models, and he gets to hang with Willie G. every day - Netz also has a great sense of humor. Case in point: The reason that I *hadn't* seen him all day was because he'd apparently stayed behind and "gone to church" in one of the local taverns. A deeply religious man, Netz was reportedly filled with the spirits and had decided to sleep in a little before catching up to the group, God bless him.

Anyway, that was the end of the day's riding, and that was enough for me, so I headed down to the Hampton Inn - this time I knew where the core group was staying - and grabbed a room. And it just so happened that I got a room just down the hall from Bill Davidson. And it just so happened that Bill was now struggling with the same allergies that I'd had one day before that. So I offered him a couple of my over-the-counter allergy capsules, and he gratefully accepted them. And he thanked me again later because, apparently, they worked as well for him as they had for me. After that, I took a quick trip up the road to the Cracker Barrel for a small bite, then returned and hit the hay.

In retrospect, I really wish it was the thunder of dozens of Harleys that woke me up on Monday morning. Oh, it was thunder all right, but the real stuff, and I opened my hotel room curtains to spy a black sky that was dumping buckets full of water on the ground. Not surprisingly, there didn't seem to be as much enthusiasm within the group as all



donned their rain gear for what was most assuredly going to be a wet portion of the journey. But we left on time, and pressed on until the thunder and the lightning were so bad that ride captain Vince Orange elected to herd us off the interstate and onto a backroad. I was glad that he did, Mom, because I don't mind telling you that I was scared a little. All those motorcycles on the highway, and you could only see the two in front of you. The rest just simply vanished, mere shadows draped by an opaque wall of fog and rain.

We stopped off in a church parking lot somewhere and sat, and got wetter, while Orange and the execs in the core group formulated a plan to get us moving safely again. In the end it was decided that we would stop at the local McDonalds, then break up into smaller groups of five or six (which was easy, because our processional had gone from a 6.5-mile line of machines down to maybe 50) led by execs with knowledge of the route. This divide-and-conquer method was the best way to get our speed average up and, hopefully, get us ahead of the storm.

Anything would be better than this, I thought to myself. By now my boots and gloves were soaked through, as was my backpack and my camera bag. It was miserable, but the plan worked. My subgroup - led by Southern California-area Harley district managers Jim Sorensen on a Road King Classic and Larry Mortensen, who was "iron-butting" it

on a Buell - arrived at Zook's Harley-Davidson in Des Moines, Iowa, almost on schedule - and ahead of the storm front. There, the local HOG chapter treated us to food and refreshments while the cashiers were overrun by folks seeking rain gear, dry gloves and socks. I sprung for a pair of socks and, at the suggestion of Kally Davidson, grabbed two plastic bags to slip my feet into before jamming them back into my waterlogged boots. It was a neat trick, and it worked well. My feet, at least, were dry until we reached Davenport, and another nifty street party. It was the end of another day, with the big one, the triumphant ride into Milwaukee, on tap for tomorrow.

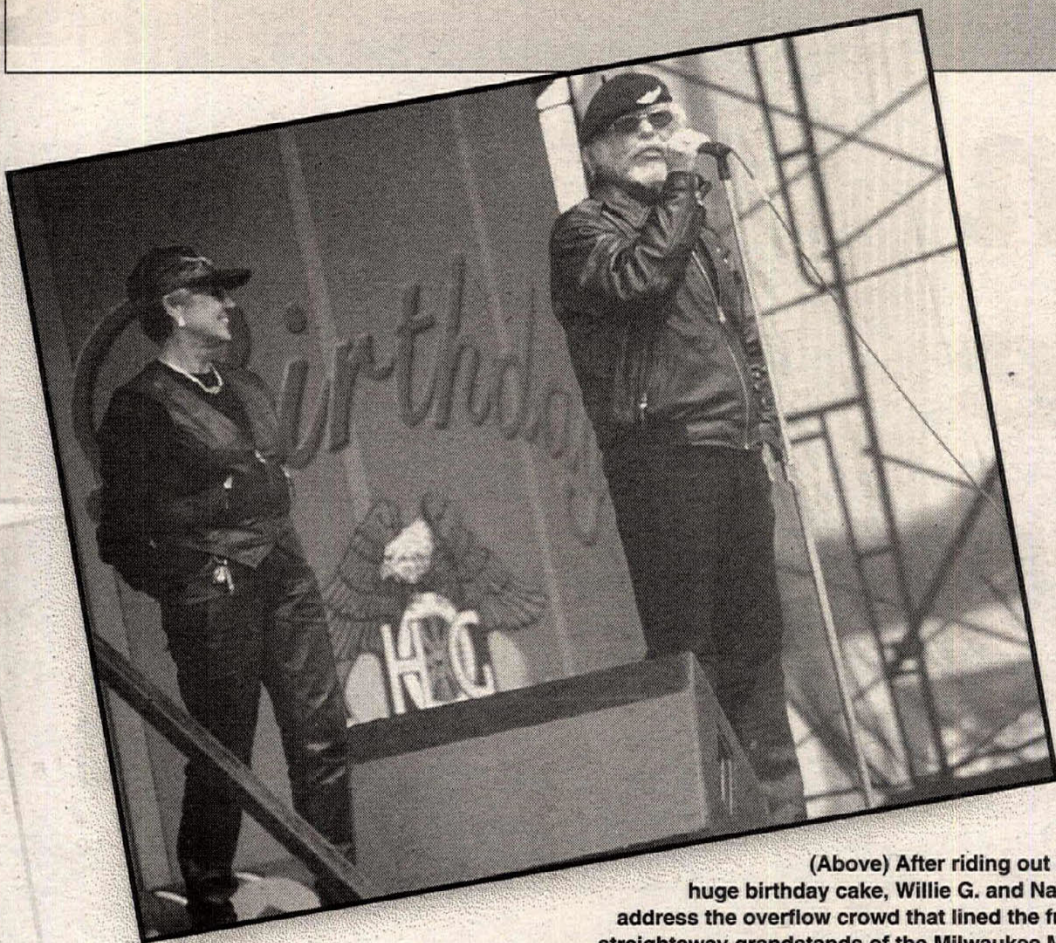
And tomorrow came, with more rain, and even more wind, but we toughed it out, my day being made all the more pleasant by ride safety officer Jim Williams, a motorcycle-safety coordinator for the State of Kansas and a volunteer on this ride. Jim allowed me to run in front of his immaculate, white 125th Anniversary Shiner's Edition Tour Classic, thus putting me back in the executive group, near the front of the ride. It also put me behind Paula Goddard's Heritage Softail Springer, which had the most pleasant-sounding aftermarket pipes. Paula is a nurse who lives in Wichita, Kansas. Her husband, Larry, was also a volunteer on the safety-and-security squad.

I listened to the throaty rumble of Paula's machine as we crossed the Illi-

nois state line, our numbers growing stronger again; the headlights of the bikes shone as far back as I could see in my rearview mirror. And then there was more wind, a violent wind that hit every rider from the right and threatened to blow us into the drainage ditch between the sections of highway. It was as if the devil himself sent a gale in some vain attempt to blow us off course. But we made it to the Wisconsin state line after a stop at Kegel's Harley-Davidson in Rockford, Illinois, the last Harley-Davidson dealer visit that we made while along the route.

After two days of horrible weather, there we were at the Wisconsin border, waiting to pick up a police escort that would lead us up I-43 and across SR894 to Wisconsin State Fair Park. The group shared an infectious excitement - not as ones who were anxious to get it over with, but as ones ready to make a triumphant entrance onto a stage. They were made even more excited by a Milwaukee-area radio disc jockey who was giving live remote reports from astride his own 95th Anniversary Road Glide as we neared town. That guy looked an awful lot like Harley PR man Steve Piehl for 1000 miles, but surely my eyes must have been deceiving me.

We headed into Milwaukee during rush hour, with the rain falling down hard again, and we made that triumphant entrance. Even the rain could not stop thousands of people from standing on the overpasses and cheering



(Above) After riding out of a huge birthday cake, Willie G. and Nancy address the overflow crowd that lined the front straightaway grandstands of the Milwaukee Mile. (Right) Parade day, Saturday, June 12. Some 50,000 motorcycles rode to the Summerfest grounds in downtown Milwaukee, arriving to stage for the parade as early as 3 a.m.



(Below) Peter Frampton was one of dozens of musical acts to play at the Summerfest grounds on Saturday night.

(Bottom) The author catches a photo with motorcycling's first family (left to right): Kally and Bill Davidson, Rousseau, Willie G. and Nancy Davidson, Karen Davidson, Michael Davidson.

for us as we went by. I couldn't even begin to count how many of them there were. And then the group funneled through the gates of State Fair Park, and the rumbling of hundreds of engines fell silent.

We had made it home.

There was happiness and laughing, and there was a touch of sadness, too. We had all shared in a great adventure, one to be treasured, and like all good things, it had to come to an end. Members of the family took turns offering congratulations over a microphone, but I was almost overcome with my own emotion when Nancy Davidson, who rarely ever speaks in public, mirrored the emotion of the crowd as she thanked them for sharing such a special event with her family. It was a special time.

There were more special times ahead, as Harley-Davidson and the great City of Milwaukee threw us one hell of a party all week long. I took part in the opening ceremonies for the national HOG rally at State Fair Park, and I got to spend a lot of time with cousin Kori Tiedemann, her sister, Shari Roberts, and Shari's husband, Jim - who owns a pretty sharp 1980 FL - and their wonderful kids. Kori even got to ride with me in the 50,000-motorcycle parade to the Summerfest grounds for the finale blowout bash and birthday party. Oh, and get this: When we showed up for the parade at 4:45 a.m., who should ride up next to us? Paul and Joanne Murn. Remember them? They live right across the street from Grandma and Grandpa's old house. Paul's still working for Harley-Davidson and has been for 35 years. Their daughter, Sandy, is married now. She and her husband rode in the parade, too.

Through all of this, I'm not sure exactly when it hit me, Mom, but it did. It goes all the way back to what Buck Guest said way back on the road through Needles. Harley-Davidson isn't just about motorcycles. Harley-Davidson is about people. Harley-Davidson is about family. Harley-Davidson is about freedom. People can ridicule those notions, and often do, but can you tell me of another mechanical device on earth that could pull people from as far away as Australia, mix them with people from across town and bring them together like this did? More than 100,000 peo-



ple, taking part in an epic celebration of an American institution. And why?

I think that it was Willie G. Davidson who said it best. As he stepped up to the microphone during the presentation of the official 95th Anniversary birthday cake, his voice trembled - not out of fear, but out of pride and, maybe, a little awe. And then he spoke.

"You know," he said, "we make a pretty good piece of mechanical machinery, but there's an added dimension to that. And that's the passion and emotion... And I think that sharing the magic of the road, with the combination of a great motorcycle and the friendships that are developed, is what makes Harley-Davidson great, and it has been going on for 95 years. Thanks for creating the passion."

So when I hear people say that "if

they have to explain it to you, then you wouldn't understand," I do. A long time ago, I tried to oversimplify it once by saying that Harley-Davidsons are fun motorcycles. That's true, but there is more to it than that, a lot more. It's not just gasoline, but passion and emotion that drives them, and makes people willing to get on them and go 2300 miles through foul weather, just to ride home and be with their friends and family. It's that same passion and emotion that has them already making plans to attend the 100th Anniversary in 2003.

I know that passion and emotion, because I'm already making those same plans.

With love,
your son Scott.





Thompson and Large do the deed

By David L. Patton Jr.
with Cheryl Schreiner

AVOCA, NY, JUNE 21

BSA-mounted Terry Thompson and defending National Champion James "Jammer" Large blasted the competition at round three of the 1998 AMA National Championship Hillclimb Series, held in Avoca, New York. The Hornell Motorcycle Club's event features a fast, rocky hill that produces faster times as the day goes on, and only one rider in either class put in a top-10 ride on his first run.

540cc

Points leader Ted Wilkins came to Hornell with a two-race winning streak and he opened the show with a wide-open ride on his Rotax-powered machine for a time of 6.97 seconds. Charley Roberts and Scott McNeely's first rides failed to surpass Wilkins' time. Then David Watson wheeled the Mac's Cycle Supply/KAP/Al's Cycle Shop-backed Honda CR500 to the line. Just 6.797 seconds later, Watson had the lead after a smooth, straight ride. Watson's strength is keeping his bike low over the jumps and kickers, and Hornell has always been a good hill for him.

Sixteen riders took their best shot, including Terry Thompson, who posted a time of 7.293 despite problems near the top.

"I got crossed up after the second jump and I had to shut it off," Thompson said. "I barely held on and just rolled over the finish line."

Then five-time and defending National Champion Paul Pinsonnault pulled his nitro-burning Honda CR500 into the box. Pinsonnault came out of the hole straight and worked his bike up to the finish line with an error-free ride to take over the lead with a time of 6.4660.

"We went to the big wheel at the last event and I'm still trying to figure out the gearing," Pinsonnault said. "Right now I'm geared way too low for this hillclimb."

Two riders later, John Hamilton Jr. brought his John Hamilton Sr./Jeff Yoder/ASAP Racing-built Triumph twin to the starting line. Hamilton cranked it on and blasted out of the hole. The hill had a groove developing through the jumps, but the bikes were also digging a hole around the 230-foot mark and nearly everyone had problems there. Hamilton got a little out of shape on his ride but he held it on and just barely stayed in bounds to take over the lead with a time of 6.3957. He held on to the top spot for the rest of round one.

Wilkins was looking for a little more speed on his second attempt and he

dropped his time to 6.555, good for seventh overall for the day. Scott McNeely, with the help of David and Dan Watson, had switched to a 21-inch rear wheel before the hillclimb and his first run wasn't fast enough because he was geared too low.

"We went up four teeth on the rear and it really helped a lot," McNeely said. "I got good off the line and held it on through the gully."

McNeely's Mac Cycle Supply-backed Honda took the lead with a run of 6.278 seconds. Watson also dialed in his bike and he followed McNeely's ride with a 6.3490-second time to claim third overall.

"We didn't change anything for the second ride," Watson said. "We figured the hill would come to us and it did. I hit the groove I wanted but I bounced a lot and wheelied at the top. That cost me a little time. I couldn't have caught Terry, but I might have caught Scott."

Harry Schreiber brought the Dr. Bob's Racing Honda CR into 10th spot with a 6.9503, despite hitting a kicker wrong and losing time in the air.

Thompson couldn't wait for his second ride because Hornell rewards horsepower and the Thompson & Yoder Racing/Gene's Machine-backed BSA is arguably the strongest 540 out there. Thompson's ride was outstanding.

"My bike screamed out of the hole," Thompson said. "Then I missed the gullies before the kickers and I had a good ride."

He wheelied before the light and had to feather the throttle a bit. Then, when he cranked it back on to go through the lights, he hit a bump and ended after the finish line. Luckily he only got banged up a little.

"My Pro-Action suspension really pulled me through today," the winner said after his 5.6866-second run, the fastest overall time of the day.

James Zucco followed Thompson's ride with a 6.3576-second climb to take fourth overall, matching his career-best finish.

"David Watson helped me get in the right groove and the bike ran great," said Zucco.

Pinsonnault got a better start on his second ride but he could only get to a 6.414, good for sixth overall.

"I still don't have the suspension dialed in and it kicked me into the air," Pinsonnault said. "I just ended up on the bottom side of the tenth of a second that separated everyone but Terry."

Wes McCoy from Van, West Virginia, clicked off a 6.575-second run to snag eighth overall in his first trip to Hornell. Hamilton's Triumph missed throughout his second ride, but his first-round 6.3957 would earn him fifth overall. Mike Pulver fell on his first ride but he put together a 6.923 to take ninth



overall. Cathy Templeton was the final 540cc rider and she just missed the top 10 with a 7.085-second run, finishing eleventh.

Thompson's win moves him into a second-place tie with Pinsonnault, four points behind leader Wilkins, who has 39 points.

800cc

Large wheeled the number-one-plate Harley-Davidson to the line to open up the 800cc action. Jammer had a minor problem and pulled off the line, and team owner Tom Reiser and his mechanic went to work. Minutes later they moved up to the line and Large took off. His bike got squirrely right off of the line and used up most of the hill as he was getting to the top. He finally went out of bounds at the 250-foot mark, but he would come on strong on his second ride.

Paul Zander also chose a less-than-straight route up the hill for a time of 7.203 on his Off Road Cycle Supply/English Motors-backed BSA.

Harley-Davidson Racing Pro Hillclimb Team member Lou Gerencer also got cross-rutted at the bottom and the second breaker sent him far to the left and out of bounds at 310 feet.

The first sub-seven-second run in round one went to Canadian Greg Williams on his four-cylinder Honda. Williams has always had success at Hornell and his Champion/HT Engineering-sponsored bike pumps out a lot of horsepower, and he kept it all under control to stop the clocks at 6.365 seconds.

Steve Dresser had to pull off the line for a minute and Bob Shreiner moved his radical Kawasaki two-stroke triple to the line. The Dr. Bob's Racing machine wheelied hard off the line but he gathered it up and hit the groove for a time of 6.809, the third-fastest time in the 800cc class in round one.

Dresser pulled the Parts Unlimited/Pro-Action-sponsored Harley-Davidson back to the line for his run. Dresser put together a 6.942-second run, but his bike was not

Reigning 800cc champ James "Jammer" Large topped the field on the fast Hornell M/C hill.

making full power and he would have to go to a backup bike for run two.

Many 800cc riders continued to have problems with the gully and the second kicker. Large was an interested spectator as round one came to a close.

"A lot of people are bottoming out when they hit the jumps and it's bouncing the bikes sideways," Large said.

Willie Price was the last rider to put in a six-second run, netting a 6.7488 despite the fact his bike was missing at high rpm.

After a gearing change, "Jammer" took his second shot at the hill.

"The bike came out straight and under control and I hit the grooves right where I wanted to," Large said. "This is one of my best rides ever."

His time of 5.804 seconds would be a difficult target to hit on the hottest day of the series yet.

Zander had a much straighter ride this time around, and a minor correction early in the run got him into the best groove for a 6.4794-second ride to take eighth overall for the day. Gerencer has racked up some dramatic second-round wins at Hornell, and he was shooting for the win. Gerencer missed the groove and got too much air over the first jump, losing a lot of time, but luck was on his side - the timing equipment malfunctioned, giving him a second chance. He left the line hard but had to make a save that apparently cost him the win.

"I wheelied before the gully and had to shut off," Gerencer said. "That cost me a few hundredths."

He finished strongly, though, and this time the clocks worked. The 5.875-second run would give him second place.

Bobby Templeton was the next top-10 time. On his first ride, Templeton went far sideways off the second jump and barely saved it, but his second ride was on the money.

"They made changes to Erskine's



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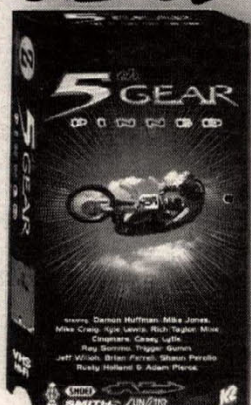
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(#143) This video by Zeroed-In Productions features many of your favorite top racers and many of the masters of big air. Get personal thoughts from the riders on having the throttle tapped out in fifth gear. Hope you like breakfast, because Damon Huffman dishes out some huge pancakes. Also starring Mike Jones, Mike Craig, Kyle Lewis, Rich Taylor, Mike Cinqmars, Casey Lytle, Ray Sommo, Trigger Gumm, Jeff Willoh, and many other scary fast riders. Also soundtrack by Anthrax, Testament, SNFU, RKL, Grip, Inc., Vicious Rumors, Bouncing Souls, Phelps, Norman. Fine tune your video library with 5th Gear Pinned.

35 minutes from
Zeroed-In Productions

PMS for Motorcycles Harley-Davidson and it made the bike faster and easier to ride," Templeton said, and after a good, straight launch, he did his thing. "I got lucky and missed the hole 20 feet before the kicker. Then I got in the groove and the bike took off."

Templeton's 6.330 was the fifth-fastest 800cc time, and the 1996 800cc Rookie of the Year is adapting quickly to his Harley-Davidson ride after two years of Kawasaki two-stroke triples.

Williams had to pull back off the line before his second attempt, but they got it sorted out quickly and he ripped off a 6.191-second ride to take control of fourth overall.

Dresser dropped his time to 6.452 on Greg Williams' spare Honda to move to sixth overall. Shreiner got bounced off line as the hill got rougher but he lowered his time to 6.680 to end up 10th.

Jeff Thomas on the Innovative Mold/Gear Shed-backed Yamaha XS650 twin came back from a round-one crash to put in his best Pro ride.

"We changed suspension settings and it helped the bike stay straight," Thomas said. "The clutch slipped a little or we would have gone faster. Still, it's been a good day."

Bob Castledine is racing a very limited schedule this year and he put in a 6.620-second run on his second ride to climb to ninth overall.

800cc points leader Glen Petty had a forgettable first ride.

"I held the thing wide open and the ride was smooth but the bike wouldn't run hard," Petty said.

The problem was a faulty bypass valve causing low fuel pressure. Petty came to the line and revved it up but the valve still wasn't right, so they pulled out. While Jeff Yoder and Glen Petty Sr. worked on the bike, Gerencer took the bypass off his bike for them to use. With full power, Petty put in another solid ride.

"I got it in the groove and I missed the hole by the second jump," he said.

His 6.171 earned him third overall, though he now trails Large by one point. Price again had bike problems and Mark Bufton's Norton didn't make it to the top, thus closing out the day.

"It really helped me and Michael to have Tom Reiser here today with his years of experience. Now it's on to Freemansburg," said 800cc winner and new points leader Large.

Hornell M/C
Avoca, New York
Results: June 21, 1998 (Round 3 of 12)

540: 1. Terry Thompson (BSA); 2. Scott McNeely (Hon); 3. David Watson (Hon); 4. Jim Zucco (Kaw); 5. John Hamilton (Tri); 6. Paul Pinsonnault (Hon); 7. Ted Silkins (Rtx); 8. Wes McCoy (Hon); 9. Pike Pulver (Hon); 10. Harry Schreiber (Hon); 11. Cathy Templeton (Kaw); 12. Phil Libhart (Tri); 13. Jack MacAuley (Hon); 14. Tim Frazier (BSA); 15. Roger McNeely (Hon).

800: 1. James Large (H-D); 2. Lou Gerencer Jr. (H-D); 3. Glen Petty (H-D); 4. Greg Williams (Hon); 5. Bobby Templeton (H-D); 6. Steve Dresser (H-D); 7. Jeff Thomas (Yam); 8. Paul Zander (BSA); 9. Steve Dresser (H-D); 10. Bob Shreiner (Kaw); 11. Mike Debusk (Kaw); 12. Willie Price (H-D); 13. Rodney Williams (Tri); 14. Harry Denham (H-D); 15. Shayne Walters (Ind).

AMA 540cc NATIONAL CHAMPIONSHIP HILLCLIMB SERIES POINT STANDINGS (After 3 of 12 rounds): 1. Ted Wilkins (39/2 wins); 2. (TIE) Terry Thompson (1 win)/Paul Pinsonnault (35); 4. Scott McNeely (33); 5. David Watson (32); 6. Phil Libhart (25); 7. John Hamilton Jr. (23); 8. Tim Frazier (21); 9. James Zucco (18); 10. Mike Pulver (16); 11. Harry Schreiber Jr. (14); 12. (TIE) Tim Freidhoff/Wesley McCoy (12); 14. Chad Disbennett (10); 15. (TIE) Jeremy Thomas/Mike Templeton (6); 17. Cathy Templeton (5); 18. Kenney Reif (4); 19. (TIE) Jack MacAuley/Paul Garretty/Randy Dillon (3); 23. (TIE) Roger McNeely/Leon Everett (1).

AMA 800cc NATIONAL CHAMPIONSHIP HILLCLIMB SERIES POINT STANDINGS (After 3 of 12 rounds): 1. James Large (39/1win); 2. Glen Petty (38); 3. Paul Zander (31/1); 4. Willie Price (28/1); 5. Lou Gerencer (25); 6. Robert Templeton (24); 7. Steven Dresser (22); 8. Mike Debusk (22); 9. Russ VanderVeen (21); 10. Rodney Williams (20); 11. Robert Shreiner (12); 12. Jeff Thomas (13); 13. Greg Williams (12); 14. Jason Petty (12); 15. Robert Castledine (7); 16. Chris Brown (6); 17. Rodney Smith (5); 18. (TIE) Mark Swem/Brandon Kreeger (4); 20. Wallace Fowler (3); 21. (TIE) Harry Denham/Chuck Myles/Jack Yeck (2); 24. Shayne Walters (1).



MOTOCROSS
WORLD CHAMPIONSHIP 500cc
MOTOCROSS SERIES

Round 7: Czech Republic Grand Prix

The longest day



By Alex Hodgkinson

LOKET, CZECH REPUBLIC, JUNE 21

Joel Smets emphasized that he is still the man to beat in the World 500cc MX Series as he extended his lead in the championship point standings with an emphatic double win on the longest - and, so far, the hottest - day of the European summer at Loket in the Czech Republic.

The Belgian was not only the fastest, he also remained cool, while his rivals indulged in midsummer madness, throwing away vital points. Now the defending World Champion leads the title chase by 19 points over Darryll King, and the title chase is clearly between these two, as Andrea Bartolini and the Yamaha suffered another mechanical hiccup.

A Husky finally took the holeshot in a 500cc GP moto again, but it was neither King nor Bernd Eckenbach, the two riders to have won on the Italian stallion so far this year. Instead it was Johan Boonen who jumped out front, though his lead was short-lived, as Smets attacked on lap two.

"There are so many small stones here and it is very painful to ride behind anyone, so I was determined to get to the front quickly," Smets said. "After that, I soon built up a cushion to second place, and was content to ride just fast enough to defend it. There was no point in wasting energy in this heat."

The potential challengers were all in trouble. Bartolini didn't even make the first turn before his jinx struck.

"The motor suddenly lost power," he said. "I kept turning the dial we have to adjust the ignition and after half a lap the motor started to run cleanly again - but I was already so far behind."

By the finish, Bartolini was ninth.

"I could see sixth place for the last few laps, but it was terribly difficult to pass here and I could only pass Rob Herring."

Eckenbach was really moving in the early laps as he charged from 13th.

"I was soon ninth and ready to advance further, until I lost the use of second gear," he said.

Husky teammate Darryll King had meanwhile moved from fourth to second

and had cut Smets' lead down to three seconds.

"Then I stalled it in a turn," King explained. "I was too busy looking where Joel (Smets) was and not concentrating on my own riding."

Back to a close fifth, he fell once again before a final charge took the New Zealander past Gert-Jan Van Doorn on the last lap.

"I actually passed Gert-Jan four times in the final three laps, but he hit back each time until I knocked him out of the way the last time," King added.

In front of them, Peter Johansson had ridden a smooth race to finish second.

"I actually got a good start, but so did Lappan (Mats Nilsson) on the inside of me," Johansson said. "We touched in the turn and I lost several places."

From seventh on lap one, Johansson was second just after half-distance.

"I closed down Joel's lead from 10 to seven seconds, but then it stayed at that and I settled for second," Johansson said. "The second race will be even harder in this heat. I found it surprisingly easy to pass, except for Van Doorn; he was all over the track and I was scared of a collision."

Johansson, a double winner in the Czech Republic last year, stormed to the front of race two and raced clear as Smets tried to find away around Eckenbach for second. With a new motor, the German couldn't quite maintain the pace of the other leaders, but he showed great resilience in holding off everything the champ could throw at him for more than 10 minutes.

(Above) The second moto of the 500cc Czech Republic Grand Prix gets started with Peter Johansson (6) roaring into the lead on his factory Yamaha four-stroke. He's being chased by a horde of riders, including Bernd Eckenbach (9) and Darryll King (2) on the factory Husqvarnas. (Left) Both motos were won by defending World Champion Joel Smets. With the two wins, the Belgian extended his championship points lead over Darryll King to 19 points.

By then Johansson had a large lead, but it soon shrunk.

"I made a mistake and fell off," the Swede said. "I kept the motor running, but Joel was right on me then and when he and Darryll got past, I had to let them go. I had put a lot of effort into building up that early lead, and that had taken a lot of energy."

Smets is not only a superb rider, he is also a master tactician and, once past the Swede, the Belgian put everything into establishing an advantage over Darryll King, who had been closing menacingly. The two title candidates maintained an incredible pace right to the finish but never came in direct conflict. It is an indication of Smets' power that he has now won the second moto of every GP this year except in Austria.

Bartolini, meanwhile, was in trouble again.

"I started well, but Smets ran into me at the second corner," Bartolini said. "Still, I was fourth, but on the third lap I stalled the motor under braking in a sandy corner. I was very nervous after the first-race problems, and after I had recovered from nearly last to be nearly back in the points again already halfway through the race, I had a big crash."

First-moto runner-up Boonen was 15th after a first-lap crash.

Czech 500cc GP Loket, Czech Republic Results: June 21, 1998 (Round 7 of 12)

MOTO 1: 1. Joel Smets (Hbg); 2. Peter Johansson (Yam); 3. Johan Boonen (Hus); 4. Darryll King (Hus); 5. Gert-Jan Van Doorn (Hon); 6. Rupi Walkner (KTM); 7. Shayne King (KTM); 8. Danny Theybers (Hbg); 9. Andrea Bartolini (Yam); 10. Rob Herring (Hon); 11. Erwin Machtlinger (Hon); 12. Mats Nilsson (Hon); 13. Jochen Jasinski (Yam); 14. Willie Van Wessel (Hon); 15. Miroslav Kucirek (Hon).

MOTO 2: 1. Joel Smets (Hbg); 2. Darryll King (Hus); 3. Peter Johansson (Yam); 4. Erwin Machtlinger (Hon); 5. Bernd Eckenbach (Hus); 6. Rupi Walkner (KTM); 7. Rob Herring (Hon); 8. Willie Van Wessel (Hon); 9. Jochen Jasinski (Yam); 10. Sigi Bauer (KTM); 11. Mats Nilsson (Hon); 12. Avo Leok (Hon); 13. Damien King (KTM); 14. Gert-Jan Van Doorn (Hon); 15. Johan Boonen (Hus).

O/A: 1. Joel Smets (Hbg); 2. Peter Johansson (Yam); 3. Darryll King (Hus); 4. Rupi Walkner (KTM); 5. Erwin Machtlinger (Hon); 6. Johan Boonen (Hus); 7. Rob Herring (Hon); 8. Gert-Jan Van Doorn (Hon); 9. Bernd Eckenbach (Hus); 10. Willie Van Wessel (Hon).

WORLD CHAMPIONSHIP 500cc MX SERIES POINTS STANDINGS (After 7 of 12 rounds): 1. Joel Smets (226/3 wins); 2. Darryll King (207/1); 3. Andrea Bartolini (159/2); 4. Peter Johansson (156); 5. Bernd Eckenbach (130/1); 6. Shayne King (123); 7. Gert-Jan Van Doorn (122); 8. Rob Herring (112); 9. Johan Boonen (94); 10. Erwin Machtlinger



(66); 11. Rupi Walkner (64); 12. Chris Burnham (51); 13. Willie Van Wessel (51); 14. Avo Leok (51); 15. Jochen Jasinski (43); 16. James Marsh (34); 17. Mats Nilsson (33); 18. Danny Theybers (31); 19. Damien King (16); 20. Miska Aaltonen (14).

Upcoming Rounds:

Round 8 - Sverepce, Slovakia, June 28

Round 9 - Emee, France, July 19

Briefly...

Joel Smets admitted in Loket that he is the target of three leading 250cc Grand Prix teams. "It would be a big gamble for me to switch to the 250s," he said. "I am 29 years old now, and I have raced exclusively four-strokes for the last six years. I have never even raced a 250 in outdoor MX (Smets once raced a Belgian Supercross on a 250). I'm glad to say that the team managers who have approached me have recognized this, and said that they too would be taking a big risk." The problem for the 250cc GP team managers is that they currently see no one currently in the class who can challenge Stefan Everts and Pit Beirer once Sebastien Tortelli departs for America, and David Vuillemin, the outstanding young 125cc rider, is committed to another season on a 125 for Yamaha in 1999 before he too goes full time to America. "I am seriously considering the offers," Smets said. "But I also have possibilities in the 500s, and I would have to be guaranteed at least as much as I can earn in the 500s before I would change class."

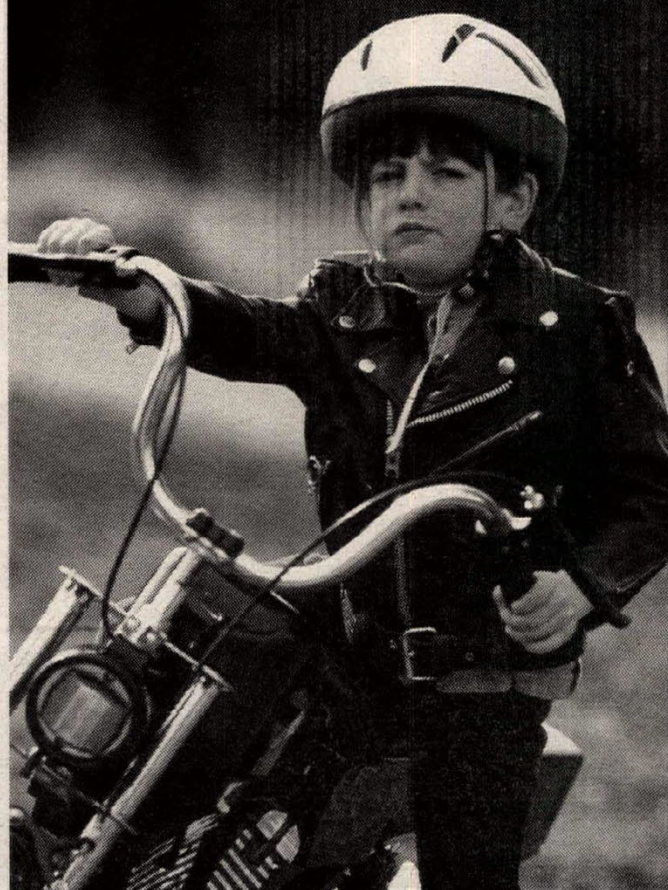
Although all of KTM's two-stroke GP efforts - 125, 250 and 380cc - will be masterminded from Kees Van der Ven's workshop in Holland, the four-stroke project will remain based in Mattighofen. "The frame is ready and the first engine is running on the dyno," admitted **Kurt Nicoll**. "But I doubt we will see the bike at the GPs this year. We hope to begin testing very shortly. I myself am able to ride again and will test it initially - but we don't want to give it to a GP rider to race until we are sure that it is competitive. All indications, however, are that it will be, and we hope to mount a full-scale assault on the 500cc GP title next year." The 400cc engine has been designed with the alternative of a balance shaft and electric starter for the enduro version, but for weight reasons these will be left off the MX model. "Without them the engine is less than four pounds heavier than the 250," Nicoll added. Asked about potential riders, Nicoll said that he wanted Shayne King to race the 400, while Trampas Parker is also keen to be considered. Nicoll also admitted interest in Marnicq Bervoets. "He is going through a bad spell at the moment, but you don't forget how to ride a bike that quickly, and he has not been second in the world for the last three years for nothing." One rider KTM will not be trying to sign is Smets: "It would be nice to have Joel, but I don't think Husaberg would consider it a friendly in-house gesture if we tried to poach him."

Japanese sources reveal that **Honda** has let it be known that they will present a new 500cc GP bike at Namur, Belgium, in August. It is not yet clear whether this is a two-stroke or a four-stroke, or even whether it will only be on display or be ridden by wild-card entry Stefan Everts.

An interesting new adaptation to one of the production YZ400Fs was the muffler fitted to the bike of Swiss KS teamster Harry Napflin. The **White Brothers** product, by which the exhaust gasses are emitted laterally and can be dialed in to the individual engine settings by fitting more or less plates, gives a 2.5-horsepower gain on the dyno. The bike also features a weight-saving titanium expansion chamber.

Although its riders are effectively out of contention for the individual World title, Yamaha is actually holding a narrow lead in the **manufacturers' title chase** as it has been rare for both of them to fail in the same moto. Yamaha leads after Loket with 228 points to the 226 of Husaberg (i.e., Smets) and Husqvarna's 220 points.

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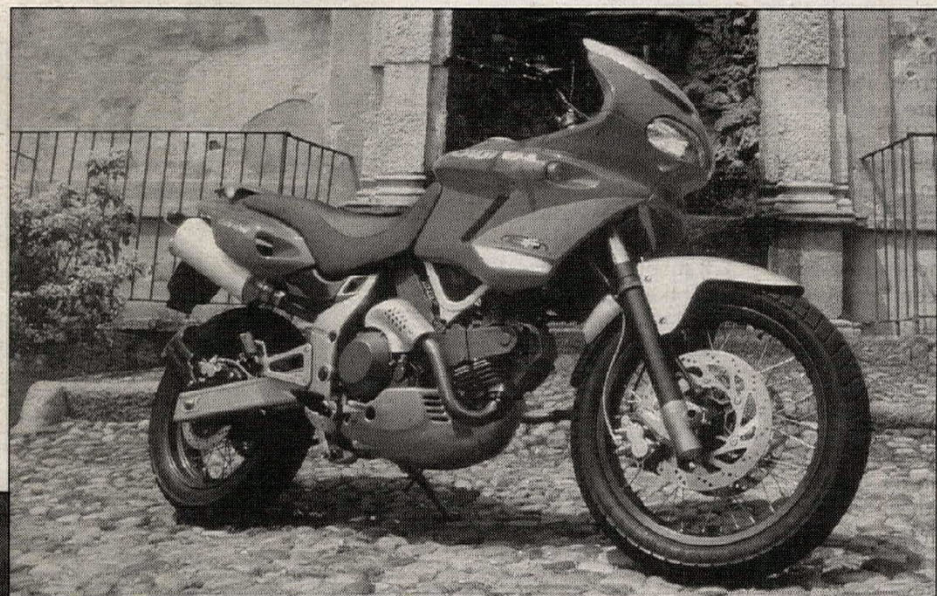
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FIRST RIDE

Cagiva 900 Gran Canyon

Two-wheeled Range Rover



(Left) The Gran Canyon is a really capable back-road ride with a broad spread of power and supple, long-travel suspension.

(Above) As part of Cagiva's plan to re-establish itself in the United States, the Gran Canyon will be coming to America to stand alongside the MV Agusta F4 on showroom floors. Expect the first Gran Canyons around the beginning of 1999.

By Alan Cathcart
Photos by Kyoichi Nakamura

Cagiva has been born again - in more ways than one. After more than two years of upheaval and breaks in production caused by the same cash-flow crisis that forced the controlling Castiglioni family to sell off a majority shareholding in Ducati, the company that a decade ago was Italy's largest motorcycle manufacturer has risen from the dead - and not just in the wake of the high-profile launch of its MV Agusta F4 dream bike, either.

Instead, on the 20th anniversary of the Castiglioni brothers' purchase of Harley-Davidson's Italian factory and renaming it Cagiva, the company is on a roll, with several new models now in the process of reaching production.

Cagiva is back in business - this time, it seems, for real. What one sees just driving into the Varese factory yard underlines the nature of the company's revival. You thread your way between trucks being loaded full of bikes fresh off the assembly line, around components stacked up ready to fuel that production process - parts just ferried in from Cagiva's new warehouse across the lake at Cassinetta, where the new plant acquired from Whirlpool is located, and to which production will be transferred in the autumn. Then you find you have to carve yourself out a parking place by squeezing into a gap between Claudio Castiglioni's Lancia and the MV F4 development hack that tester Latini is about to ride away on,

down to CRC design headquarters in San Marino.

There's a great sense of something happening here, that people are busy and things are getting done. Now, alongside the Husqvarna off-road hardware finally being shipped to satisfy pent-up demand for the Ducati of dirt bikes, motorcycles bearing the Cagiva name are also finally heading out to dealerships around the world, spearheaded by the new 900 Gran Canyon *moto totale*, the Ducati 900SS-powered roadster all-rounder designed by Pierre Terblanche that debuted at the 1996 Cologne Show, but which Cagiva is only now in a position to put into production.

The question is: Was it worth the wait? Maybe the best answer to this is that, according to Cagiva executives, Ducati management has twice in the past month leaned heavily on them to sell it the Gran Canyon project in production-ready guise, ready to be launched as the lead new model in Ducati's own '99 model-year *desmodue* lineup!

Not surprising, really, given the engine that powers the 900GC is sourced from Bologna under watertight contract, and the fact that its creator, Terblanche, has since moved to head up design at Ducati. But instead of that, the sleek-looking sports roadster with a desmo motor is available here and now with Cagiva's name on the tank and in the marque's trademark red-and-silver colors (chosen back in '78 in homage to MV Agusta - funny how things have

gone full circle), with a silver-and-blue option that looks better in the metal than in photos.

But as a viable alternative to the ST2 and new 900 Supersport in the *desmodue* "classic sports" range, their Gran Canyon cousin slots right into the Ducati lineup - a real-world motorcycle that's potent enough to be sporty, yet practical enough to be usable in a huge variety of conditions, even including some nominal off-road capability. It's a two-wheeled Range Rover!

Actually, that analogy seems even more appropriate when you throw a leg over the Gran Canyon (it's okay, they know how to spell - there's no "d" in the Italian spelling!), and find yourself enjoying the same kind of commanding stance that drivers of 4x4s get from their chunky-tire tarmac tanks.

Though you don't need the stepladder to climb aboard that you do with the Moto Guzzi Quota, the Gran Canyon's 33.5-inch seat height is well worthy of a Paris-Dakar enduro entry, and could usefully have been dropped a couple of inches, to make the bike a little less upright for everyday street use and not so tall to clamber aboard. However, this probably wasn't an option, given that the bike is essentially based on the old 900 Elefant enduro model, whose unlovely square-tube steel frame has been cleverly disguised on the Gran Canyon with plastic cladding to resemble a deltabox affair.

Only it's not - a fact which also explains the 19-inch front wheel (but 17-inch rear) and gunmetal-anodized wire-

spoked alloy rims, plus the slightly incongruous dual filler caps for the twin fuel tanks (though these are obviously linked, you have to use both fillers if you want to squeeze aboard all 5.3 gallons of gas they'll carry).

Okay - I know what you're thinking. Sounds like the bike's a bit of a compromise, doesn't it - mutton dressed up as lamb? Well, think again, because even a couple of hours spent in the saddle of the Gran Canyon (let alone the whole day I spent riding it around the hills and lakes of northern Italy) will convince you this is a really, really good motorcycle that in real-world riding is the pick of the *desmodue* range.

I'll admit I was surprised - although, thinking back to riding the 600 Canyon single that gave birth to the project, maybe I shouldn't have been. That bike, powered by Cagiva's arthritic T4 air-cooled single-cylinder motor, not only confirmed Pierre Terblanche as a designer full of original thought, it also underlined how much a master of packaging he is. In transferring his show prototype to production almost unchanged, Cagiva has also delivered a riding position that sets a benchmark for others in terms of the crucial seat-to-handlebars-to-footpeg ratio - and the result is a bike it's impossible not to feel comfy on and relaxed aboard, either for short blasts through town, where the high stance gives great traffic vision, or for longer hauls out into the country where the pulled-back handlebars deliver a so-natural riding position and (thanks to their fairly wide spread) great leverage in tight turns or street corners.

Really, all the traditional advantages of street enduros apply here in spades, except that the Gran Canyon is a far more civilized tarmac ride than your average refugee from Dakar. The only criticism I'd make is of the blind screen, which works fine at deflecting wind blast but needs a reverse curve on it, to lift the airstream higher at speed. For a 6-foot rider like me, the airflow aimed directly at your throat at much over 60 mph is tiresome, and makes the ton-up *autostrada* cruising that the bike is easily capable of (top speed is a claimed 118)

mph) a drag. Cagiva says it is aware of this, and plans to offer an optional screen for taller riders - though I'm not sure it isn't the airflow on the underside of the screen, over the top of the well-designed, ultra-legible dashboard, that isn't to blame. When Cagiva offers this screen, hopefully one of the best ideas featured on the smaller Canyon will be incorporated, one that surprisingly has been left off the bigger bike: the flap in the blind screen that folds out to accept maps, freeway tickets and even paper money with which to pay tolls. This is a good item that should have made the transfer across. An item that thankfully *didn't* make the transfer over from the single, however, is the spring-loaded sidestand. The GC is fitted instead with an ignition cutout and proper sidestand, a lesson Ducati could learn. And while there's no centerstand on the Cagiva, the side-mounted one is pretty sturdy.

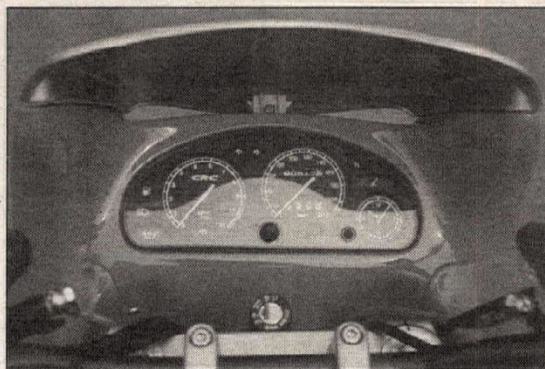
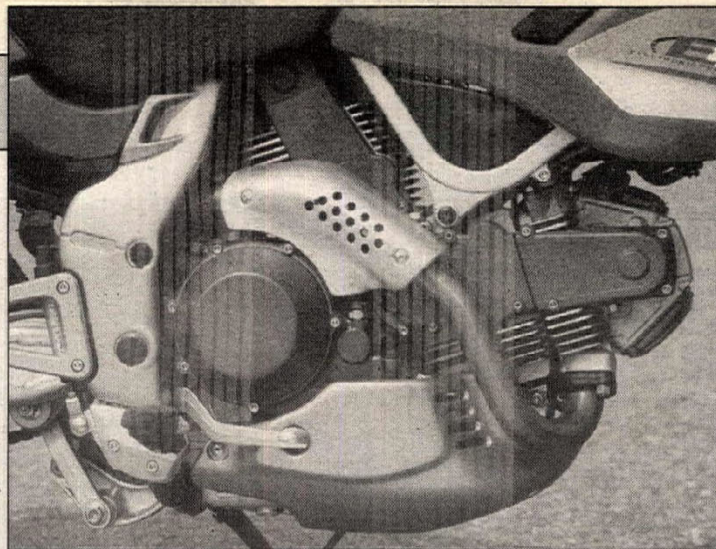
The well-padded saddle has good space for a passenger - this is a true two-up sports roadster, with pillion grab handles cleverly integrated into the superbly designed luggage rack, which takes a bungee cord from any angle you want to attach it, and has a 22-pound load capacity, though if you want to carry more than that, Cagiva has an optional top box big enough for making pizza deliveries - or for carrying two full-face helmets!

Like on the 600, the Gran Canyon's twin upswept exhausts exit under the seat, their quite bulky oval silencers tucked away well and visually more handsome than the cumbersome items Ducati has fitted to get its new 900 Supersport past the noise police - though to be fair, there's quite a difference in power between the two models. Yet, to be equally fair, it's not as though you'd notice in everyday riding conditions: I'd bet on getting from point A to point B faster along a twisting country road - especially if it was bumpy - on the Gran Canyon than on the 900 Supersport or ST2, in spite of the fact the fuel-injected air/oil-cooled two-valve 904cc desmo engine makes just 66.5 bhp at 7500 rpm in Gran Canyon guise, compared to 80 bhp in its comparable 900SS application, or 83 bhp in partially water-cooled 944cc guise on the ST2.

This is partly because the Gran Canyon really capitalizes on the narrow build of the V-twin engine and feels very slim and maneuverable as a result, partly the extra sense of command you get from that raised riding position and the quite high and pulled-back bars, and partly the really incredible response of the *desmodue* motor down low, thanks to Cagiva's work on remapping the fuel injection - and it does have quite a bit of experience of working on EFI, remember, thanks to development of the MV Agusta F4.

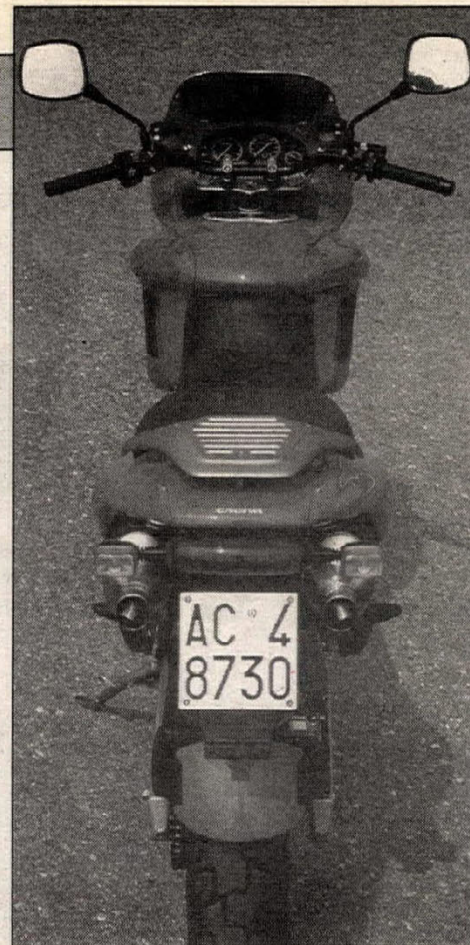
By trading some power and revs up high for more bottom-end grunt, Cagiva chief engineer Andrea Goggi has delivered what seems to be a torquier engine package than the new 900 Supersport's, but with the same vivid response from the light-action throttle. In fact, the Cagiva's motor feels like a more precise and responsive version of the old carbureted 900SS *desmodue* in that it picks up really cleanly low down and has a very meaty midrange, without wanting to rev much over 7500 rpm. This is not a top-end bike, and I never found the rev-limiter. But it has very usable power down low, pulling cleanly from 2000 rpm on part throttle and 2500 rpm wide open, without a hint of the old bike's transmission snatch if you tried to do the same thing. Some of this response is

(Right) The Ducati 900SS-derived, air/oil-cooled two-valve desmo powerplant features a Weber engine-management system and is tuned for low-end power. Throttle response is vivid.



(Left) Dash layout is tastfully restrained with easy-to-read gauges and a clock.

(Right) At 480 pounds dry, the Gran Canyon is no lightweight, but the narrow chassis and wide bars nonetheless provide a nimble mount.



due to the revised mapping, and the rest is thanks to Cagiva having geared down the Canyon by fitting a 45-tooth rear sprocket, whereas the new 900 Supersport wears a 40-tooth one (and the old 900SS carried a 37).

The result is a bike that, while not being disgraced at three-figure speeds, is incredibly easy and relaxing to ride in everyday road conditions because it's so torquey and responsive, with the offbeat lilt of the V-twin motor further adding to the laid-back feel. You catch yourself riding much of the time in fourth gear - not only because the motor is so flexible and forgiving, but because the low overall gearing makes the big gap between fourth and the two overdrive top gears more apparent, so you encounter it more often in normal riding.

Still, the gearchange is really smooth and sweet-shifting, thanks to Ducati's new selector drum, and the stiff-action clutch isn't as noticeable as it is on the 900SS - if only because you probably change gear less often with the more flexible Cagiva package.

But where the 900GC would really score over its similarly engined Ducati rivals in a shootout along Racer Road would be over the bumps - because the Elephant-derived frame not only has fat, 45mm Marzocchi leading-axle cartridge forks, but also a rising-rate rear end with Sachs-Boge shock adjustable for spring preload and rebound damping, here fitted with a link specially developed for the Grand Canyon's almost completely tarmac-related use.

The result gives an almost luxurious 6.69 inches of suspension travel at both ends (compare that to the 4.7 inches front/5.3 inches rear of Ducati's much tauter cantilever frame on the 900 Supersport), justifying the use of Cagiva's trademark "Soft Damp" epithet on the bike because it delivers outstanding ride quality over every kind of road surface - if you have to ride to work along a concrete freeway with bad joints, this bike's for you.

And though the long 60.25-inch wheelbase would seem to be a recipe for unwieldiness, the Cagiva is in fact remarkably agile, thanks perhaps to the skinny 100/90-19 front wheel and just 92mm of trail.

This isn't like Ducati V-twins of old with wheelbases that stretched from Bologna to Rome and back again, where you had to almost send them a telegram to change direction. The Canyon is prac-

tically nimble and certainly easy-steering, plus it's extremely stable at speed over bumps, which its supple suspension just shrugs off almost casually. And the Nissin brakes haul off speed impressively well, with the sort of bite from the 296mm front rotors that Brembos used to have in their cast-iron days but have now sacrificed in favor of a more progressive action. In opting for the Japanese brakes, Cagiva has given itself the best of both worlds, because you can stand the Canyon on its nose if needed - in which case the soft fork settings cause quite a lot of dive - or else you can just squeeze the lever lightly for a more progressive response.

Did you get the idea I enjoyed riding this bike, maybe? Honestly, I'm trying hard to find fault... Yet the Cagiva's rear suspension is also very compliant scooting out of turns on the angle, laying down the V-twin engine's torquey power through the rear 150/70-17 Pirelli MT80 tire. The Pirelli rubber used on the GC is really only nominally dual-purpose, in spite of the off-road tread pattern, because (like the bike it's fitted to here) it has a heavy tarmac bias, with a loose-surface potential at best, rather than true off-road capability.

But there's enough grip on the road for you to not wish too hard for a set of supersport tires, the kind of tires the Gran Canyon invites having put on - even though the obvious Stage Two future version of this bike would have to be a full-monty tarmac street rod with upside-down forks, cast-alloy wheels, a 17-inch front tire and a set of Pirelli Dragons to replace the MT80s, all in the cause of added street cred and nominal improved handling.

Chances are that if Cagiva doesn't make this mega-motard, its customers will, especially since the ultra-reasonable price of the Gran Canyon (20 percent cheaper than Ducati's 900 Supersport in Italy) will encourage many to follow the same route as with the similarly well-priced Yamaha TRX850 and take advantage of its cheap entry ticket to twin-cylinder sport-biking to personalize it as budget and inclination allow.

Speaking of the TRX underlines what Cagiva has done here, carving themselves a significant slice of the sports-roadster market with a unique model that has only one real rival - the TRX's sister, the Yamaha TDM. The Gran Canyon is in every way a V-twin version of the TDM, following in its real-

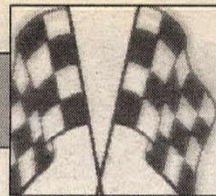
world tire tracks to create a true all-around, everyday motorcycle that's fun to ride as well as practical to use. The upright riding position on what is quite a tall bike delivers a feeling of confidence that will give many riders a sense of being in charge of the bike rather than intimidated by it, as they might be with a supersport race replica. That in turn will translate to point-to-point journey times that will satisfy and maybe surprise - yet at the same time, the Gran Canyon is a relaxing ride, one you can cruise or boulevard on as happily as scratch with. You don't feel you have to prove anything when you're aboard it - not to yourself and especially not to anyone else.

The Cagiva is just a bike to chill out on, one that you'll relish riding around on for the pure fun of it. I did. **CM**

Cagiva 900 Gran Canyon

Specifications

Engine	... Air/oil-cooled 90° V-twin four-stroke w/two desmodromically operated valves per cylinder
Displacement	... 904cc
Bore x stroke	92 x 68mm
Compression ratio	... 9.2:1
Carburetion/ignition	Weber electronic engine-management system w/ single indirect injector per cylinder
Horsepower	... 66.5 hp @ 7500 rpm
Torque	... 53.5 ft.-lb. @ 5000
Transmission	... 6-speed, constant-mesh
Clutch	... Multiplate dry
Final drive	... Chain
Suspension	
Front	... 45mm Marzocchi leading-axle telescopic cartridge fork; 6.69-inches travel
Rear	... Single Boge shock w/spring-preload and rebound-damping adjustment; 6.69-inches travel
Brakes	
Front	... Dual 296mm discs w/two-piston Nissin calipers
Rear	... Single 240mm disc w/two-piston Nissin caliper
Wheels/Tires	
Front	... 2.15-in.-wide spoked alloy rim w/100-90 19 Pirelli MT 80 RS
Rear	... 4.25-in.-wide spoked alloy rim w/150-70 17 Pirelli MT 80 RS
Wheelbase	... 60.25 in.
Rake/trail	... 27.5°/92mm
Seat height	... 33.5 in.
Dry weight	... 480.6 lb.
Fuel capacity	... 5.3 gallons
U.S. Distributor	Cagiva USA1901 Davisville Rd., Willow Grove, PA 19090, 215/830-3300, FAX 215/830-3301



EVENTS

EDITED BY CAMERON COATNEY

Over The Hill Gang Mammoth Mountain Motocross

Blue reign

By Chris Sanchirico

MAMMOTH LAKES, CA, JUNE 20-21

Doug Dubach proved why he is the four-time and reigning World Vet Champion: the "Doctor" dominated the Over The Hill Gang's inaugural Mammoth Mountain Motocross by winning all eight motos he raced. The Yamaha/Yamalube-sponsored event was a two-day, four-moto event that drew more than 400 Vet-class racers.

PACE Thunder Bike Champion Spud Walters and National Hare & Hound Champion/off-roader extraordinaire Ty Davis provided Dubach with some stiff competition on the weekend, as did fellow YZF400F rider Scott Myers. White Brothers/Shoei-sponsored Walters rode well to finish second in the Pro Industry Dash, while Racers Edge/Applied/White Brothers-backed Myers took runner-up honors in the OTHG Pro class and fourth in the Pro Industry Dash. Montclair Yamaha/FMF/Oakley-supported Davis had his Curtis Sparks-built YZF400F dialed as he grabbed the Motowest-sponsored holeshot prizes in all eight of his motos en route to an overall victory in the Junior Vet Support class, as well as a third overall in the Pro Industry Dash.

After the racing was finished, the excitement continued as Yamaha donated a yet-to-be-released 1999 YZ125. The bike was raffled off, with all proceeds going to the Feed The Children Fund. More than \$4000 was raised for a great cause, and Val Fukunaga was the winner of the 1999 YZ.

Moto one in the OTHG Pro class saw the CR500 piloted by Willie Musgrave rocket up the hill with the holeshot with Ed McCoy, Dubach and Myers in tow. Dubach quickly worked his way onto Musgrave's rear wheel and began to pressure him for the lead. The long, fast track worked to the CR500's advantage as it was noticeably faster up the ultra-fast uphill. Musgrave did all he could to thwart the relentless attack of Dubach, but it was in vain as Dubach flew past the CR500 down the "freeway" prior to the finish line. Dubach took the checkers, with Musgrave and Myers in tow.

Moto two was more of the same, but this time it was Myers who worked his way into the picture. MXA/White Brothers-sponsored Musgrave again grabbed the holeshot, with Dubach and

Myers giving chase. Dubach grabbed the lead by lap three and led it to the checkers. Myers worked his way around Musgrave and gave chase for the lead. The battle for fourth was extremely tight as the trio of Ray Sommo, KX-mounted Ron Gilbert and Kelly Andris mixed it up. Gilbert went down in the back section, allowing Andris to secure the fifth position. At the checkers the order was Dubach, Myers, Musgrave and American Honda's Sommo.

By the third moto on day two, Yamaha/Enzo/BSY-backed Dubach had the track dialed. Myers, however, tired of seeing Dubach's back fender, ripped off a sweet holeshot and managed to put some distance on the Doctor, who was working up from fourth. Myers was riding extremely fast, which inspired Dubach to wick up his thumper even further. In the end, Dubach was able to pass Myers and take the victory.

In the final moto, Musgrave again grabbed the early lead. Then Myers took his turn up front, but in the end neither could hold back the 35-year-old Dubach, who is showing no signs of slowing down. Myers finished second, and Musgrave held off the late-moto charge of Andris to snag third.

The invite-only Pro Industry Dash pitted several top riders against one another for their respective companies' bragging rights. Yamaha was represented by Dubach and Walters; FMF sent Davis and off-road specialist Donnie Book; and Applied Racing was well-represented by Myers. All of the boys were riding YZ400Fs.

As the gate fell in the first moto, Davis and Dubach went elbow to elbow up the wide-open uphill start, neither giving an inch nor showing any sign of letting off. Davis took the lead to the first turn, which was very impressive considering he couldn't get his bike started one minute prior to the drop of the gate. The off-road specialist and king of the desert did a valiant job of dicing with Dubach and Walters, but in the end the motocross specialists were too much for him.

In the second moto, Davis had the

lead halfway through the moto as Dubach desperately tried to take it from him. The two came down the freeway simultaneously and came together in the corner, with Dubach knocking Davis into the soft shoulder. This also allowed Walters to get by.

"I had to get by; Walters was pressuring me," Dubach said. "I wish I could have made it by cleanly, but that's racing."

"That was kind of dirty; he didn't have to hit me," Davis resorted. "There are two motos left."

Dubach claimed the victory over Walters, and Davis recovered to take third.

Davis used the "bump" to motivate him and he tried desperately to defeat Dubach in the third moto. Davis grabbed the lead and immediately tried to check out, building a comfortable lead over Walters, Myers and Dubach back in fourth. Walters picked up the pace and held off the attacks of Dubach, who worked his way around Myers. Walters was ripping up the loamy terrain and riding smoothly when suddenly he flew off the track when a rock jammed his brake pedal. That allowed Dubach to claim second and set out after Davis.

The battle that ensued proved to be one of the best of the event. Dubach was on the move and finally made his "clean" pass on Davis by squaring off the turn after the steep downhill. It was an incredible move. Meanwhile, Walters remounted the track in fourth and put on an amazing charge to pass both Myers and Davis on the last lap to claim second. Davis ended up third.

In the final moto, Walters found some extra speed and pulled out a lead over Dubach. Looking to keep his unbeaten winning streak alive for the weekend, Dubach charged from mid-pack. Somehow Dubach looked to be going faster after racing seven motos, and he caught and passed Walters without letting off the gas. Dubach finished the weekend undefeated, taking home the lion's share of the Pro purse.

(Left) Doug Dubach dominated the Over The Hill Gang Mammoth Mountain MX by topping the OTHG Pro class and Pro Industry Dash.

(Below) Off-roader Ty Davis showed up and won the Junior Vet Support class, and snagged all four holeshots en route to finishing third in the Pro Industry Dash.



"I had a lot of fun racing with the Over The Hill Gang; they put on a top-caliber event," Dubach said. "My YZF was running great. It's the fastest bike I have ever ridden at Mammoth."

In the Amateur Industry Dash, it was Cryo-Labs-backed Dusty Walters taking the top honors. Walters' CR250 was lightning-fast as he took three out of four holeshots and moto victories. Chris Neitzel, who was riding a 1990 Muegen-CR250, kept Walters honest and finished second overall. DSP's Josh Amaradio rounded out the top three.

Mammoth Motocross Mammoth Lakes, California Results: June 21-22, 1998

BEG: 1. Jim Rice; 2. Keith Davis; 3. Greg Colyer; 4. Ray Valenzuela; 5. Ritchie Thorup.

NOV: 1. Meliton Morales; 2. Russ Prior; 3. Doug Hoodman; 4. Val Fukunaga; 5. Sean Reis.

INT: 1. Phil Rose; 2. Loren Caudle; 3. Rick Tatlow; 4. Michael Renner; 5. Mike McMurry.

EX: 1. Ralph Blanchard; 2. Russell Johnson; 3. Chris Sanchirico; 4. Fred Nichols; 5. Todd Broussard.

38+ BEG: 1. Barry Wondaal; 2. Darryl Cully; 3. Dennis Rosenberg; 4. Michael Mattel; 5. Don Huddestown.

38+ NOV: 1. John Towner; 2. Ted Griffin; 3. Steve Roark; 4. Jim Pierce; 5. Michael Rigdon.

35+ INT: 1. Al Whipple; 2. Carl Foley; 3. John Lundberg; 4. Danny Lowers; 5. Mark Broneau.

38+ EX: 1. Cliff Coates; 2. Paul Needles; 3. G.G. Scheidler; 4. Rick Purcell; 5. Bob Hamson.

OTHG PRO: 1. Doug Dubach; 2. Scott Myers; 3. Willy Musgrave; 4. Ray Sommo; 5. Kelly Andris.

O/T MX NOV: 1. Jim Browne; 2. Steve Alexander; 3. Stacy Ledou; 4. Vance Johnston; 5. Kathy Night.

O/T MX SR NOV: 1. John Halverson; 2. John Soule; 3. Tom Walters; 4. Frank Derby; 5. Phillip Blackburn.

O/T MX AM: 1. Greg Austin; 2. Don Meiner; 3. Britt Wuest; 4. Bob Fabel; 5. Barry Hale.

O/T MX SR AM: 1. Dennis Tooman; 2. Alan Stephens; 3. Dennis Rosenberg; 4. Bruce Webbon; 5. Richard Kolbet.

O/T MX EX: 1. Stephen Miller; 2. Dickie Russel; 3. Jon Marshall; 4. Chris Cumbo; 5. John Cicchetti.

O/T MX SR EX: 1. Ken Hodgson; 2. Gary Chase; 3. Robert Forties; 4. Russell Johnson.

O/T MX MSTR B: 1. Larry Brown; 2. Roy Knight; 3. Brad Sherrill; 4. Ray Stafford; 5. Randy McCoy.

O/T MX MSTR A: 1. Mark White; 2. Bob Casper; 3. Brent Wallingsford; 4. Tracy Harach; 5. Greg Winters.

TEEN SUP: 1. Jeremiah Israel; 2. Zeb Armstrong; 3. Brian Jaegers; 4. Drake McElroy; 5. Nathan Jones.

JR VET SUP: 1. Ty Davis; 2. David Barrett; 3. Brent Nichols; 4. Matt Miller; 5. Greg Wolfe.

VET SUP: 1. Ralph Blanchard; 2. Manuel Del Campo; 3. Jon Koehler; 4. Rudy Chavez; 5. Bruce Criswell.

AM IND DSH: 1. Dusty Walters; 2. Chris Neitzel; 3. Joshua Amaradio; 4. Ray Groom; 5. Dennis Vetter.

PRO IND DSH: 1. Doug Dubach; 2. Spud Walters; 3. Ty Davis; 4. Scott Myers; 5. Mike Gibson.

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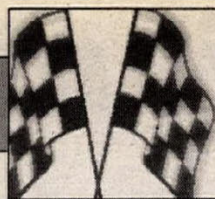
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EVENTS



Florida Trail Riders C'ship Enduro Series, Round 8

Brewer's crowned

By Kenneth King

MORRISTON, FL, MAY 31

The championship in the Florida Trail Riders Enduro Series came down to the last race, the Scrub Oak Enduro, and the battle between two riders from South Carolina: KTM's Franklin Ramey III, the current FTR and SETRA Enduro Champion, and Team Green's Ashley Brewer, a top SETRA AA rider. It was classic KTM vs. Kawasaki; champion vs. challenger. Both riders needed a win to claim the championship, but when the dust settled, it was Brewer taking the overall win and his first-ever series championship without dropping a single point.

"I am really glad I could win a championship for Kawasaki in my first year with the team," Brewer said. "I hope to do even more next year. I think I may have caught the competition sleeping towards the end of the season. It's hard to stay motivated all season long."

Ramey had nothing but praise for Brewer's accomplishment, as the two had a close battle toward the end and it could have gone either way. Ramey lost the event and the championship by mere seconds on his way to a one-point card.

Ryan Crist, a fast 200cc B rider, took his Kawasaki to first in his class and also finished an impressive third overall. With rides like that, he won't stay in the B class very long.

The Scrub Oak Enduro was promoted by the Daytona Dirt Riders, and the course consisted of three loops with 60 actual ground miles. The club used a 20- to 24-mph speed average. The race was dry and dusty, especially compared to previous events where endless bogs and drowned bikes were commonplace.

The first loop was close to 12 miles in length and was run at a 20-mph average. The trail was mainly fast stuff with intermittent jeep roads, and both Ramey and Brewer zeroed the check.

"The 20-mph average made it easy to

maintain your time," MSR-backed Brewer said. "You just kept time from mile to mile."

"According to my clocks, I had a perfect zero - :30, in the first section, but I was scored a :32," Brewer explained. "My clock or theirs was a little off."

"That first section was pretty easy, especially at 20 mph," said Ramey, who came in at a perfect :30.

There was a reset then into the next section before the gas stop. Loop two had all the Florida essentials - plenty of whoops, sand and palmetto roots - and the temperature was slowly rising, as was the dust. The trail was tougher, but at the slow speed average, Ramey and Brewer had no trouble with time. Brewer was riding two rows behind Ramey, so the two only saw each other at the resets. At the end of loop two, Brewer and Ramey were still tied at zero, but Ramey had the lead with a better tie-breaker score.

At the 36-mile mark, it was on to the gas stop and a chance for a break from the dust and heat. So far, Ramey and Brewer had zeroed the course. This put pressure on both riders, because if a mistake was made in the upcoming two loops, the two knew it would cost them the championship.

"I had a pretty good day," Ramey said. "I was riding good. I just don't really like the zero runs. There just isn't any margin for error."

The third loop was the toughest trail the riders rode all day, and it was close to 25 miles in length. The loop started at the 50-mile mark, was run at 24 mph and consisted of pine sections coupled with plenty of whoops. The first timed section of the loop was 12 miles long. This was the tough section since it had small dirt furrows placed about a foot apart as they raced through the pines. Going into the trail, someone in the club had placed a sign that read, "Shock therapy." It was an understatement. Had the trail been longer, points could have been taken, but as it was, Brewer and Ramey once again zeroed the section.

There was a reset to 68 miles and then it was on to the final trail of the race. The trail was fast and flowing, with the added bonus of being a little damp. Dust-free conditions and perfect traction were welcomed by the combatants. The trail got tight in places, and in the dense foliage, Ramey took a wrong turn that ultimately cost him the race and the championship.



(Left) Team Green's Ashley Brewer rode to the overall win at the FTR Scrub Pine Enduro, snagging his first-ever series championship.

(Above) Franklin Ramey III got lost but still finished second overall at the Scrub Pine Enduro. The error probably cost Ramey the championship.

"I was following the trail and then lost the arrows," Ramey explained. "You could see tracks from other riders. I rode several miles, I know, before I realized what had happened. I was down about four minutes, but the trail was easy and I cranked it up. I made up those minutes but ran out of trail and luck before the last check. I came in at 1:14. I think Ashley zeroed it. If I could have just made up those 14 seconds, the results may have been different."

"I had bad luck at the last two FTR races," Ramey continued. "That kind of luck cost me the championship. I still won the SETRA Enduro Series, but it would have been nice to make it two years in a row with FTR."

On the other hand, Brewer kept sight of the trail to take the win.

"That last section was fun - it flowed," Brewer said. "It was the most fun of the day. I saw where Franklin passed the trail and I decided not to go that way. Fortunately, I caught an arrow about 20 yards up the trail, was able to zero the section and take the win."

"My Kawasaki produces a lot of power, which helps me in the sand whoops," Brewer added. "Add in the Bridgestone tires and I think I have the ultimate setup for Florida enduros."

After two overall wins in a row and the series championship, who can argue with that?

Overall A honors went to Steve New in the 200cc A class with a score of two. The Overall B trophy went to Crist, who also nabbed third overall, and the C-class Overall went to 200cc rider Dane Smith, who dropped seven route points.

CN

Scrub Pine Enduro Morriston, Florida Results, May 31, 1998 (Round 8)

O/A: Ashley Brewer.
AA: 1. Franklin Ramey III.
OPEN A: 1. Mike Martin; 2. Joey Rowland; 3. Steve Hardeman.
250 A: 1. Nick George; 2. Danny Barrett; 3. J.R. Cooley.
200 A: 1. Steve New; 2. Brian Martin; 3. Joey Haley.
OPEN B: 1. David McAdam.
250 B: 1. Mark Honaker; 2. Tim Weber; 3. Mike Johnson.
200 B: 1. Ryan Crist; 2. Greg Johnson; 3. Stuart Bradow.
125 B: 1. John Franklin.

4-STRK B: 1. David Kuka; 2. Gary Crumbacker; 3. Mike Shirley.
OPEN C: 1. Ted Lentz; 2. Scott Corlett; 3. Herman Stoll.
250 C: 1. Dave Edwards; 2. Daniel Boyd; 3. Jim Distenhaupt.
200 C: 1. Dane Smith; 2. Andrew Roshong; 3. John Allen.
125 C: 1. Todd Rosen; 2. Sean Wallace; 3. Jason Croley.
4-STRK C: 1. Peter Magee; 2. Chris Johnson; 3. Tom Cronin.
VET A: 1. Larry Arrington; 2. Johnny Simpkins; 3. Maynard Patterson.
VET B: 1. Ed Sapsford; 2. Frank Erickson; 3. Rick Hales.
VET C: 1. Jeff Ware; 2. Cleve Roberts; 3. David Sopko.
SR A: 1. Dave Arnett; 2. Daryl Craig; 3. Ed Schultenburg.
SR B: 1. Craig Wallace; 2. Clint Johnson; 3. David Norman.
SR C: 1. Don Semento; 2. Sam Mento; 3. John Day.
S/SR A: 1. David Kuka; 2. Mike Reynolds; 3. Cliff Golby.
S/SR B: 1. John Watts; 2. Lane Shepherd; 3. Chris Owens.
S/SR C: 1. Gates Pelleteir; 2. Barry Cole; 3. Kenny Malewicz.
MSTR A: 1. Bill Girard; 2. Joe Van Seeters.
MSTR B: 1. Richard Smith; 2. John Green; 3. Jimmy Dubose.
MSTR C: 1. Norbert Nall; 2. Buddy Gailard; 3. Ed Weist.
WMN: 1. Deborah Brodrick; 2. Lori Craig; 3. Liz Thompson.
VINT: 1. Chuck Miller; 2. Ed Thomas; 3. Chris Solan.
GLDN-MSTR: 1. Joe Haley.
SPTSMM 0: 1. Eric Perkins; 2. Dan McKune; 3. Marc Petit.
SPTSMM 1: 1. Hank Schwall; 2. Steve Bigos; 3. Eric Newland.
TEAM: 1. Team OFG; 2. Team FROG.

Costa Mesa Speedway

Schwartz, Venegas tops

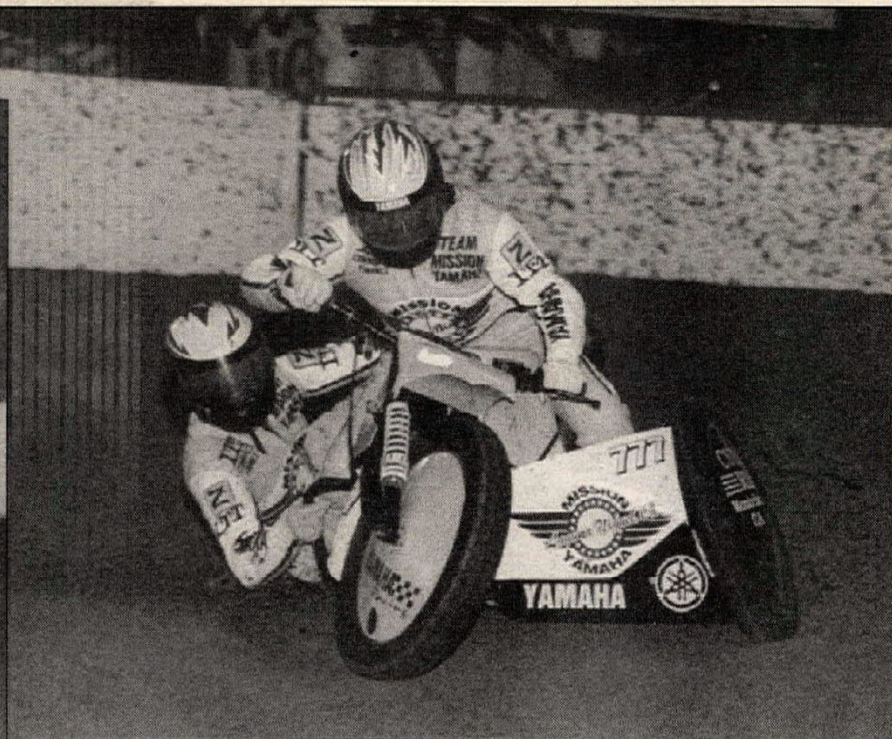
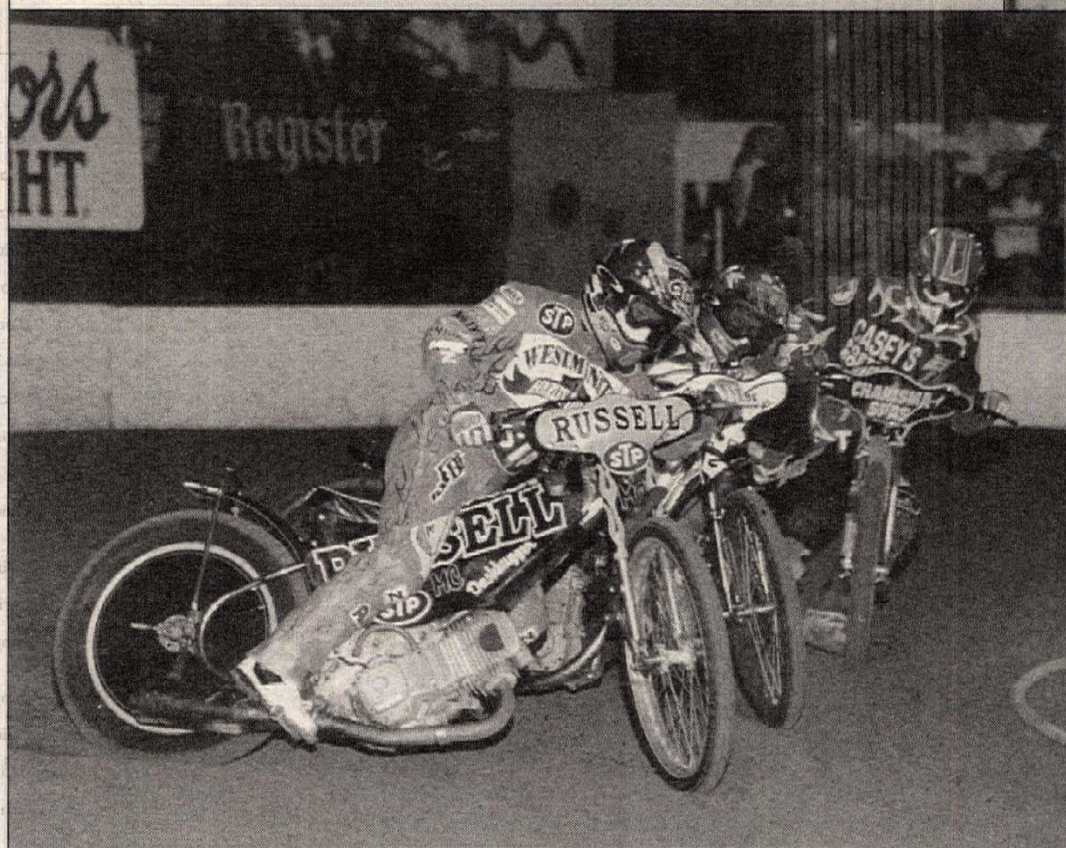
By Elaine Jones
Photos by Mike Basso

COSTA MESA, CA, JUNE 20

It was a Speedway Extravaganza at Costa Mesa on Saturday night, with something for everyone: speedway bikes, sidecars, PW 50s and Pro 600cc dirt track bikes. If it had wheels and went fast, it was on the program. When all was said and done, Bobby "Boogaloo" Schwartz and Charlie "The Edge" Venegas were the kings of the hill, winning the Scratch and Handicap main events, respectively.

The draw for the Scratch main saw "Fast" Eddie Castro in one, Gary Hicks in two and Schwartz in three. On the outside, in four, it was John Aden, who is returning to speedway after a year off, and McConnell in five. Schwartz got about a width of a wheel edge on the rest of the field when the tapes came up, with Aden riding in tandem with him in second. McConnell dropped down on the pole and went hunting on the low side. He found the hole on the second lap and was able to put himself in second. Schwartz was running easy and made it look like a walk in the park. Aden came back at McConnell but couldn't get around on the outside, and it's hard to move McConnell off the pole. Hicks' problems continued as he lost his motor with one lap down, and his night was over. Castro finished fourth and Hicks was credited with fifth. This was Schwartz' second main-event win in three weeks and he was liking it.

On the Handicap side of the program, the first heat saw Castro get through traffic from the 40-yard line and put himself in the lead on the fourth lap.



(Above) Defending champs Peter Lewis and Jamie Macy did it again, winning the Sidecar main on Speedway Extravaganza night, held at the Orange County Fairgrounds in Southern California.

(Left) Bobby Schwartz (front) won the Scratch main event on Speedway Extravaganza night at Costa Mesa Speedway.

From the 10-yard line, Kon Baur did a good job of holding off McConnell and Schwartz for second, but all would have a spot in the main. In the second heat, Gary Ackroyd was on fire and he ran down Robbie Sauer with only one lap in the books. Taylor went down, causing the red to come out. On the single-file restart, Venegas, who had moved into second, got a better run at Ackroyd and snatched the win away at the checkered.

Oxley had put himself in range and he came away with third, with Hicks picking up the final spot.

The lineup for the Handicap main had Baur the sole resident on the 10, and it was the same for Ackroyd on the 30 and Castro on the 40. The 50 was crowded as McConnell, Venegas and Schwartz all lined up. Oxley was 10 yards behind them on the 60. Hicks, who should have been on the 50, could not make the call

as bad luck continued to plague this talented rider. Baur must have felt like a tidal wave was coming down on him when the gate came up. He held on to the lead for three laps before Venegas moved him off his line and went on by to take the win. Ackroyd, who was in second when Baur was leading, was still holding that position, but that was about to end as McConnell was on the move, and he took it over with two laps

to go. Oxley was also knocking on the door, hoping to pull off one of his at-the-wire passes, but this time it didn't happen and he had to settle for fourth. Schwartz, Castro and Baur rounded out the field.

The Sidecar main had a very scary moment. The reigning champs - Peter Lewis and Jamie Macy - went out on top, but the team of Alan Hall and Dirk Votaw got tangled up with the duo of

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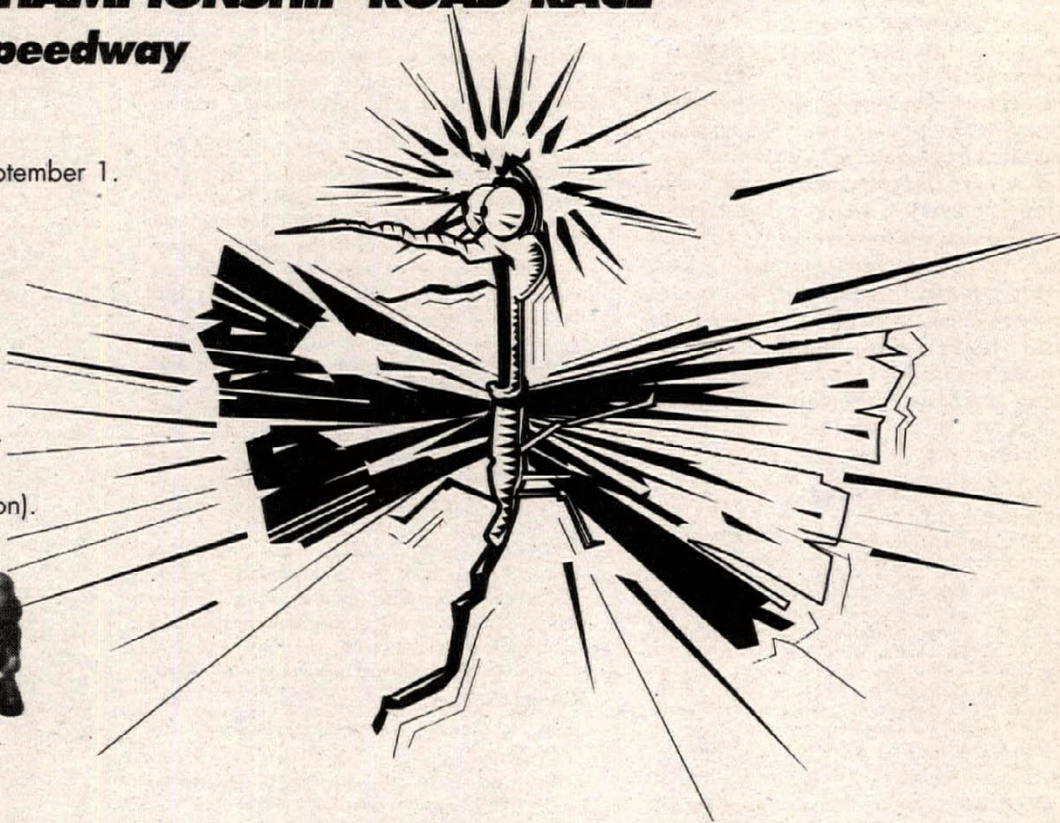
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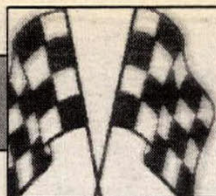
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EVENTS



Bill Matherson and Dale Leeder and the latter rig flipped. There were a few anxious moments as Matherson didn't get up right away, but he was probably doing a body inventory; he was able to restart the race. The second time around, it was again Lewis and Macy who got the drop on the field, and they left the fight for second quite a way behind them. Matherson and Leeder were running second, while Duane Carmont and Richard Taling were playing touchy-feely with Hall and Votaw. Matherson and Leeder came away with the place money, with Carmont and Taling snagging third from Hall and Votaw.

Bentley Barrett, who has been improving every week, put it all together and led wire to wire to win in the Support main over Reg Starcevic and Bryan Thompson. Support B honors went to Greg Corona, who also led from start to finish. Following him across the line was Sean McDougall and David Enloe. The Mission Yamaha PW50 winners were "Psycho" Mike Evans and Keith Bramiette.

Orange County Fairgrounds Costa Mesa, California Results: June 20, 1998

SCR: 1. Bobby Schwartz (GM); 2. Sean McConnell (GM); 3. John Aden (Jaw); 4. Ed Castro (Jaw); 5. Gary Hicks (GM).

HDGP: 1. Charlie Venegas (GM); 2. Sean McConnell (GM); 3. Gary Ackroyd (Jaw); 4. Brad Oxley (GM); 5. Bobby Schwartz (GM).

SDCAR: 1. P. Lewis/J. Macy (Yam); 2. B. Matherson/D. Leeder (Yam); 3. D. Carmont/R. Taling (Hon); 4. A. Hall/D. Votaw (Yam).

SUP: 1. Bentley Barrett (Jaw); 2. Greg Starcevic (Jaw); 3. Brian Thompson (Jaw); 4. John DeFries (Jaw); 5. Allon McBee (Jaw).

SUP B: 1. Greg Corona (Jaw); 2. Sean McDougall (Jaw); 3. David Enloe (Jaw); 4. Craig Specher (Wes); 5. Brad Rudy (Jaw).

Malmquist tops ATA/SCTA Two-Day Trial

By Bill Markham

BIG BEAR, CA, JUNE 6-7

Beta-mounted Jared Malmquist became king of the mountain by winning the Expert class at the

final round of the eight-round ATA Championship Series, held in Big Bear. Gas Gas rider Kevin Norton looked like he was out for a win as he held the lead over Malmquist after Saturday, 46-50. But when the sun came up on Sunday, Malmquist decided to keep his feet on the pegs, and he dropped just 15 points compared to Norton's 43. The win also gave Malmquist the 1998 ATA Championship.

Saturday's big dab area for the Experts was section seven. They entered uphill to a big cluster of boulders that gave them all fits. Once through this, it was downhill to the left to more drop-off boulders and then out to the right. Out of three loops, Norton had two threes and one five in the section, while everyone else had all fives.

Jim Collins, riding his Gas Gas, won the battle in the Masters class by only one point over Montesa rider Oli Thordarson, but Thordarson won the war by earning the '98 Championship in the class. Montesa-mounted Kent Graham won the Advanced A class over Clive Harmon and his new Scorpa, but Harmon already had the series championship locked up.

There was a tie coming into the event in the Advanced B class between Kelly Bellmar and Barret Deck, but Bellmar came out the victor when it was all said and done. They both are going to have to contend with Kevin Geyer, who is moving up from the Intermediate class next season. Geyer rode Saturday's event and was only one point behind Bellmar, which should make things interesting next year.

The sections were a bit hard for some of the classes and riders, since the high altitude does take its toll on you. The 7-mile loop that was ridden five times was a lot of fun. There were a few Dual Sport riders who rode the loop, and they sure found out that it was not such an easy task.

Results

NOV A: 1. Art Hall (Fan); 2. Lisa Dreschler (Bet); 3. Al Nourian (Bet).

NOV B: 1. Jack Dalke (Hon).

INT A: Guy Van Gaasbeek (Bet); 2. John McGregor (Bet); 3. J.O. Miller (Yam); 4. Alan Malmquist (Bet); 5. Mark Hogan (Fan).

INT B: 1. Adam Bush (Mon); 2. Jim Smith (Bet); 3. Philip Luna (Fan); 4. Lowell Bellis.

ADV A: 1. Kent Graham (Mon); 2. Clive Harmon (Sco).

ADV B: 1. Kelly Bellmar (G-G); 2. Barret Deck (G-G); Kevin Reynolds (Mon).

EX: 1. Jared Malmquist (Bet); 2. Kevin Norton (G-G); 3. John Robertson (G-G); 4. George Smith IV.

MSTR: 1. Jim Collins (G-G); 2. Oli Thordarson (Mon); 3. Mark Oldar (Fan); 4. Matt Pritchard (G-G); 5. Rick Jenkins (Bet).

SPTSMTN A: 1. Wolfgang Burke (Fan); 2. Johnny Scharnweber.

SPTSMTN B: 1. Ron Haase; 2. Gerald Biggers (Bet); 3. Roger Mass (G-G).

SPTSMTN C: 1. Gill Ballatore (G-G); 2. Doug Fulton (Bet); 3. Rick Guase.



(Above) Revelle Harrison handily won the Over 25 Intermediate class with a 1-1 at the GFI Warmup MX, held at Perris Raceway in California.

(Left) Jared Malmquist won the Expert class and the class championship at the final round of the ATA/SCTA Trials Series, held in Big Bear, California.

Fedorow fastest at GFI Warmup Motocross

By Greg Robertson

PERRIS, CA, MAY 30

Ryan Fedorow took his Pro Circuit/Jeffco-backed KX125 to a two-moto sweep of the 125cc Novice class during the GFI Warmup race at Perris Raceway.

Greg Halverson grabbed the early lead in the first 125cc Novice moto over Fedorow, Cody Knauss and Adam Bisso. Knauss got around Fedorow for second and before the halfway point was also around Halverson for the lead. Halverson went down and dropped to midpack, while Fedorow chased Knauss for the top spot. Knauss looked to have the win in the bag until a last-lap fall left him with a sixth-place finish. Fedorow took the win ahead of Bisso and Chuck Henson.

Fedorow had the quickest reaction time out of the gate and would lead the second moto for two laps before Knauss decided to run out front. Fedorow played along for a couple of laps before retaking the lead once and for all. Henson came up through the pack to keep Fedorow honest during the final laps and earned the second-place trophy with 3-2 rides. Bisso was third over T.J. Berario and Knauss.

James Turner and Steven Forsythe traded the 80cc Beginner lead back and forth in the first moto, with Turner coming out on top for the win. Bryan Minter held off C.J. Mahon at the checkers for third.

Forsythe returned with the second-moto holeshot to lead Mahon, Turner and Phillip Bruscella. Mahon pushed Forsythe back to second early in the moto, with Turner dropping him another spot by the midway point. Mahon and Turner dived over the lead up until the white-flag lap, when Forsythe zapped them both to claim the overall win. Mahon kept Turner at bay for the runner-up finish, but Turner still collected the second-place trophy.

The Over 25 Intermediate class was a Revelle Harrison benefit, as he went 1-1 for the win. The O'Neal-backed KTM rider turned a pair of holeshots into decisive victories over Craig McCall and Chris Turner.

Results

50 F/T: 1. Stephen Kearney (Yam).

50 BEG (4-6): 1. Dillon Kuntz (Yam).

60 BEG: 1. Brian Hiner (Kaw); 2. Michael Raines (Kaw); 3. Justin Falk (Kaw).

60 NOV: 1. Jake Hulett (Kaw); 2. Brandon Spencer (Kaw); 3. Brys Kuntz (Kaw).

60 INT: 1. Brandon Hiner (Kaw).

80 BEG: 1. Steven Forsythe (Yam); 2. James Turner (Kaw); 3. C.J. Mahon (Yam); 4. Bryan Minter (Suz); 5. Phillip Bruscella (Yam).

80 NOV: 1. Chris McDaniel (Hon); 2. Chase Meineke (Yam); 3. Danny Mohr (Yam); 4. Chris Aleksiejczyk (Kaw); 5. Chukwadi Udeh (Hon).

80 INT: 1. Erik Meyer (Yam); 2. Micky Griffin (Yam); 3. Tyson Burmeister (Yam); 4. Anthony Bruscella (Yam); 5. Emeka Udeh (Hon).

S/MINI: 1. Erik Meyer (Yam); 2. Micky Griffin (Yam); 3. Anthony Bruscella (Yam); 4. Chris McDaniel (Hon); 5. Brandon Staddan (Yam).

125 BEG: 1. Jeff Pawlisa (Yam); 2. Brandon Pawlisa (Suz); 3. Danny Porter (Hon); 4. Kyle De Quillettes (Yam); 5. Manuel Jubala (Yam).

125 NOV: 1. Ryan Fedorow (Kaw); 2. Chuck Henson (Hon); 3. Adam Bisso (Kaw); 4. T.J. Berario (Yam); 5. Cody Knauss (Suz); 6. 125 INT: 1. Chris Barrett (Suz).

OUTLAW: 1. Seam Hamblin (Yam); 2. Oscar Valdez (Suz); 3. Gary Trachy (Yam).

250 BEG: 1. Carl Aguilera (Yam); 2. Paul Reza Jr. (Kaw); 3. Steven Harvey (Suz); 4. Ryan Orr (Yam); 5. Christian Rolland (Suz).

250 NOV: 1. Derric Swinford (Kaw); 2. Justin Miller (Suz); 3. Chuck Anaya (Hon).

250 INT: 1. Chris Barrett (Suz).

PRO: 1. Eigo Sato (Suz); 2. David Rees (Yam); 3. Shinichi Kaga (Hon); 4. Steve Drew (Yam).

25+ BEG: 1. Jeffrey Paul; 2. Rigo La Fontaine (Kaw); 3. Steve Morris (Hon); 4. Bill Anderson (Yam).

25+ NOV: 1. Derric Swinford (Kaw).

25+ INT: 1. Revelle Harrison (KTM); 2. Craig McCall (Kaw); 3. Chris Turner (Kaw).

30+ BEG: 1. Scott Pierce (Kaw); 2. Zach Lindborg (Yam); 3. Steve Morris (Hon).

30+ NOV: 1. Robert Briggs (Kaw); 2. Gary Thompson (Yam); 3. Jason Gardner (Yam); 4. C.T. Falk (Yam); 5. Gary Harada (Kaw).

35+ NOV: 1. Ted Chott (Suz).

40+ NOV: 1. Tim Williams (Kaw); 2. Zach Lindborg (Yam); 3. Chris Cumbo (Yam).

Simonsen again at Castle Rock TT

By Clay Light

CASTLE ROCK, WA, JUNE 14

Rotax-mounted J.P. Simonsen scored his second win of the young AMA District 27 TT season, beating the only other rider victorious this season, Eli Price, during the Expert main event at the Castle Rock Fairgrounds. Simonsen, who in between events here has competed in the West Coast Flat Track Series (in which he finished on the podium at the Lodi round), was one of the three preliminary winners in Expert action. The others were Price and National number 49, Chris Fitzhugh.

It was local rider Ron Waters, though, jumping into front of the 12-rider, 15-lap final, followed by Price, Del Schnitzer and Fitzhugh. Despite a prime staging spot on the front row in the final, Simonsen started off in sixth, but lap after lap Simonsen's surge forward soon saw him move to third place, behind Waters and Price. Waters' best performance of the season, however, ended early on as he drifted off the groove, allowing Price to take the lead. The BBRP/CVSG/Budweiser-backed Simonsen dogged Price for several laps and then made his move to take the lead for keeps. Finishing second and third were Price and Fitzhugh, who picked off several riders late in the race. Schnitzer, Eric Rickman and Josh Currey filled out the top six.

Kurt Hawk, who last race soared to a three-class decimation of the 250cc A, DTX and Open A main events, looked to be in a position to do the same after posting wins in the Open A and 250cc A classes. His repeat was thwarted, though, as Chris Waite fell in front of him in a heated battle for second behind Scooter Vernon in the DTX class. Vernon went on to win the DTX class over Jeff Rister, while Waite and Hawk DNF'd after their high-speed collision.

Waite's day wasn't a total washout, though, as he did manage to squeak out a narrow win in the 125cc A main earlier in the evening. Jerry Hansen took the lead at the start of the nine-rider 125cc final, followed by Waite and the district's number-two rider, Sean Light. While Waite and Hansen battled to the finish, Light had his hands full with Chris Meade, who displaced Light to move into third. Waite took the win over Hansen, Meade and Light. A distant fifth went to Jason Rosie, followed by Yamaha rider Amy Pruczinski.

Todd Hagmann posted his second win in as many weeks in the 600cc Pro Sport main event, overtaking the two riders who were victorious in qualifying, Tony Fox and George Prindiville. Hagmann narrowly beat out an on-the-move Bob Moran, who led Fox to the checkered flag ahead of a three-way fight for fourth between Frank Marker, Prindiville and Beau Z. Brown, which went in Marker's favor.

Results

50 SR: 1. Elliot Oquist; 2. Roby Haycock.
60 A: 1. Andy Fay (Kaw); 2. Brenton Schnitzer (Kaw); 3. Elliot Oquist (Kaw).
80 BEG: 1. Mark Studebaker (Hon).
80 A: 1. Nick Sellers (Suz); 2. Andy Fay (Hon); 3. Amy Pruczinski (Suz); 4. Eric DeBoer (Yam); 5. Kyle Ragsdale (Hon).
80 DTX: 1. Nick Sellers (Suz); 2. Kyle Ragsdale (Hon); 3. Amy Pruczinski (Suz).
125 A: 1. Chris Waite (Hon); 2. Jerry Hansen (Hon); 3. Chris Meade (Yam); 4. Sean Light (Hon); 5. Jason Rosie (Hon).
250 A: 1. Scooter Vernon (ATK); 2. Jeff Rister (Yam).
250 DTX: 1. Kurt Hawk (Hon); 2. Scooter Vernon (ATK); 3. Chris Waite (Hon); 4. Jerry Hansen (Hon); 5. Jason Rosie (Suz).
EX: 1. John Paul Simonsen (Rtx); 2. Eli Price (W-R); 3. Chris Fitzhugh (Rtx); 4. Del Schnitzer (W-R); 5. Eric Rickman (W-R).
PRO-SPT: 1. Todd Hagmann (Rtx); 2. Bob Moran (Yam); 3. Tony Fox (Rtx); 4. Frank Marker (Hon).
OPEN A: 1. Kurt Hawk (W-R); 2. Phil Prutsman (Kaw); 3. John Bredfield (Rtx); 4. Ricky Warmbo (Rtx); 5. Brian Walls (Hon).
30+ OPEN: 1. John Bredfield (Rtx); 2. Ron Evans (Hon); 3. Dan Kirk (Rtx).
30+ 250: 1. Jeff Rister (Yam).
40+ A: 1. Phil Prutsman (Kaw); 2. Gary Beach (Tri); 3. Vince Holt (Rtx); 4. Dick Slusher (Nor); 5. David Beers (W-R).
40+ B: 1. Ron Evans (Hon); 2. Dan Kirk (Yam); 3. Craig Renfro (Hon).

Hook snags Cambridge Short Track win

By Tim McBride

CAMBRIDGE, MN, JUNE 6

Former GNC National Number 77, Peter Hook, came out of semi-retirement, borrowed a basically stock 500cc Yamaha and lined up against the heavy hitters in the Open Pro class. Hook then performed a tutorial called Dirt Track Racing 101 as he smoked the class at the DTRA event, held at the Isanti County Fairgrounds.

Hook, who now is a devoted husband and father and a successful businessman, rarely finds time to race against some of his longtime competitors, let alone the young guns of the Open Pro class. As far as the competition is concerned, that might not be so bad, but for the race fans it was a rare treat to see the former cushion master having some fun once again. Hook bolted into the lead at the start of the 20-lap Pro main event and never looked back. Wisconsin's Steve Kasten was the only rider able to keep him in sight and he raced to a lonely second after clawing his way there from fifth place on lap five. A close race for third eventually fell to Honda-mounted Verdeen Langland, who passed Pro-Sport contender Marcus Bauer on lap six. Kurt Boehlke's bid for a repeat win after his victory at the last race was dashed when he crashed in turn three. Reynolds Printing's Eric Brouhard pressured Bauer throughout the race and finally made his bid for fourth stand with a turn-three pass on lap 19.

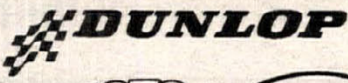
"We really put it to those Rotaxes with this old Yamaha, didn't we?" joked Hook after the race. "We took a tooth off after the heat because we knew the track would get faster. I was able to roll it through the corners a lot easier and keep my momentum up, and it seemed to pull good enough down the straights. I'd like to thank Lee Fealy for letting me ride his bike."

The triple-crown award fell to a hard-charging youngster named Troy Johnson. Johnson raced to victory in the final while closely chased by defending champ Shawn Burr, Wisconsin's Mark Zeidler, Chris Larson, and 60cc winner Josh Koch. Johnson did it again in the 125cc class, ahead of 250cc winner Bitsy Kantor. Adam Henrichs, Willie Broten and Tim Zeidler finished in the top five.

Johnson's day of dominance wasn't over yet. As the Novice class got under way, it was Broten in control, but at the halfway point Johnson performed an outside pass in turn three to take the win and his third victory of the day. Broten held on to second, ahead of heat-race winner Joe Schleicher.

Riding a 1978 Yamaha 400, Sioux Falls, South Dakota, regular Robert Boyd won his second Over 30 main event in as many races.







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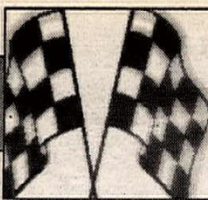
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EVENTS



Results

MINI: 1. Jacob Schleicher; 2. Andy Olson; 3. Cole Fealy; 4. Nick Mataya; 5. Jory Morris.
60: 1. Josh Koch; 2. Jacob Mataya; 3. Travis Waschek; 4. Kevin Anderson; 5. Ashlee Sullivan.
80: 1. Troy Johnson; 2. Shawn Burr; 3. Mark Zeidler; 4. Chris Larson; 5. Josh Koch.
125: 1. Troy Johnson; 2. Bitsy Kantor; 3. Adam Henrichs; 4. Tim Zeidler; 5. Willie Broten.
250 A: 1. Bitsy Kantor; 2. Verlon Langland; 3. T.J. Zeidler; 4. Troy Johnson; 5. Troy Buffington.
OPEN A: 1. Brad Frey; 2. Lee Fealy; 3. Greg Chicoine; 4. Bob Boyd; 5. Don Bettis.
OPEN PRO: 1. Peter Hook; 2. Steve Kasten; 3. Verdeen Langland; 4. Eric Brouhard; 5. Marcus Bauer.
30+: 1. Bob Boyd; 2. Tim Gregory; 3. Bitsy Kantor; 4. Randy Thistle; 5. Marty Mataya.
40+: 1. Buzz Arndt; 2. Daryl Pangerl; 3. Paul Koch; 4. Mike Ledin; 5. John Sutherland.
50+: 1. Buzz Arndt; 2. Dave Koch; 3. John Sutherland; 4. Charlie Langland; 5. Gaylord Ladwig.
VINT SGL: 1. Randy Thistle; 2. Daryl Pangerl; 3. Paul Koch; 4. Pat Fargen; 5. Cory Solnitski.
VINT TW: 1. Buzz Arndt; 2. Tom Ladwig; 3. Bob Reynolds.
STK FRM: 1. Bob Herman; 2. Brad Frey; 3. Pat Fargen; 4. Richard Waschek; 5. Eric Berg.
NOV: 1. Troy Johnson; 2. Cory Solnitski; 3. Joe Schleicher; 4. Steve Moore; 5. Tom Ladwig.

Langland lands Cambridge TT

By Tim McBride

CAMBRIDGE, MN, JUNE 7

Charlie Langland finally beat the Buzzard. Yes, it took a few years of trying, but the 55-year-old Langland delivered the package to the Norseman MC clubgrounds, where he raced to a successful - albeit narrow - victory in the Over 50 class ahead of DTRA president and class luminary Buzz Arndt.

"I could hear Buzzy behind me the whole time," explained the member of the elder generation of the Langland racing family. "I beat him once last year, but that was in a heat race. I've never beaten him in a final until today!"

Dirt track legend Tom Robertson finished third after a race-long battle with John Sutherland, Gaylord Ladwig and Frank Radloff.

Round two of the Langland success story featured Charlie's son, Verdeen Langland, who rode to a narrow victory in the 250cc Pro class ahead of heat winner Kurt Boehlke. Both riders were on DTX'd motocross bikes. Sioux Falls, South Dakota's Dusty Faulds finished third.

Boehlke and Langland were soon lined up together in the Open Pro final, where it was announced that Anderson Plumbing had sweetened up the prize-money pot with a \$100 donation. Wisconsin's Steve Kasten won the heat race, but it was the fast-acting Langland absconding with the holeshot as the field rumbled into the first turn of the half mile, six-turn circuit. As the pack roared over the high-speed start/finish-line jump for the first time, Boehlke powered to the outside of Langland for the lead. Randy Triplett and Kasten were in hot pursuit. On lap three, Marcus Bauer and Faulds crashed out of contention in turn two. As the laps ticked away, Triplett seemed poised for an attack, but the 20-lap feature was cut short on lap eight when Kasten crashed in turn two, suffering a severely broken lower right leg. Boehlke was awarded the win over Langland and Triplett. Eric Brouhard finished fourth, ahead of Open B winner Greg Chicoine and Lee Fealy.

The 125cc class was virtually nonexistent until D-23 chairman Tim Henrichs displayed a 7-foot-tall championship trophy at the awards banquet last year. Wisconsin's Tim Zeidler pulled the holeshot at the start of the main event, after which his lead was closely guarded by Adam Henrichs, Troy Johnson, Willie Broten and Trackstar Motorsports' Marty Mataya. With one lap remaining, Zeidler bob-

(Above) Charlie Langland (99) finally defeated Buzz Arndt (17R) in the Over 50 class at a TT held at the Norseman MC Clubgrounds in Cambridge, Minnesota.

Tom Robertson (17) took third. (Right) Roy Miller (81A) won the 600cc A/Pro class over Donnie Mullen (29A), while Georgie Price (9A) ended up fifth at the opening Shippensburg Speedway Short Track in Pennsylvania. Price returned to win the 250cc A class over Mullen.

bled in turn two and left a hole for heat-race winner Henrichs to jump into. Henrichs then raced to his first big win of the season over Zeidler and Johnson.

Results

60: 1. Jacob Mataya; 2. Jeremy Anderson; 3. Josh Koch; 4. Kevin Anderson; 5. Travis Waschek.
80: 1. Troy Johnson; 2. Shawn Burr; 3. Travis Henrichs; 4. Mark Zeidler; 5. Josh Koch.
MINI: 1. Jory Morris; 2. Jacob Schleicher; 3. Andrew Olson; 4. Jason Kneiszler; 5. Cole Fealy.
125 AM: 1. Adam Henrichs; 2. Tim Zeidler; 3. Troy Johnson; 4. Willie Broten; 5. Marty Mataya.
250 AM: 1. Don Bettis; 2. Tim Zeidler; 3. Willie Broten; 4. Verlon Langland; 5. Adam Henrichs.
NOV: 1. Bill Polum; 2. Tom Ladwig; 3. Brandon Radel; 4. Steve Moore; 5. Nick Krause.
OPEN AM: 1. Greg Chicoine; 2. Tim Gregory; 3. Don Bettis; 4. John Fiorio; 5. Bob Boyd.
OPEN PRO: 1. Kurt Boehlke; 2. Verdeen Langland; 3. Randy Triplett; 4. Eric Brouhard; 5. Greg Chicoine.
PRO: 1. Verdeen Langland; 2. Kurt Boehlke; 3. Dusty Faulds; 4. Tim McBride.
VINT SGL: 1. Randy Thistle; 2. Paul Koch; 3. Daryl Pangerl; 4. Pat Fargen; 5. Lloyd Turner.
VINT TW: 1. Buzz Arndt; 2. Ron Leeman; 3. Tom Robertson; 4. Frank Radloff.
STK FRM: 1. Richard Waschek; 2. Eric Berg; 3. Bob Becker; 4. Pat Fargen.
KNBY: 1. Brandon Radel; 2. Tom Ladwig; 3. Bill Polum; 4. Nick Krause; 5. Floyd Martineau.
40+: 1. Daryl Pangerl; 2. Don Bettis; 3. Buzz Arndt; 4. Mike Ledin; 5. Paul Koch.
50+: 1. Charles Langland; 2. Buzz Arndt; 3. Tom Robertson; 4. Gaylord Ladwig; 5. John Sutherland.

Miller mows them down at Shippensburg ST opener

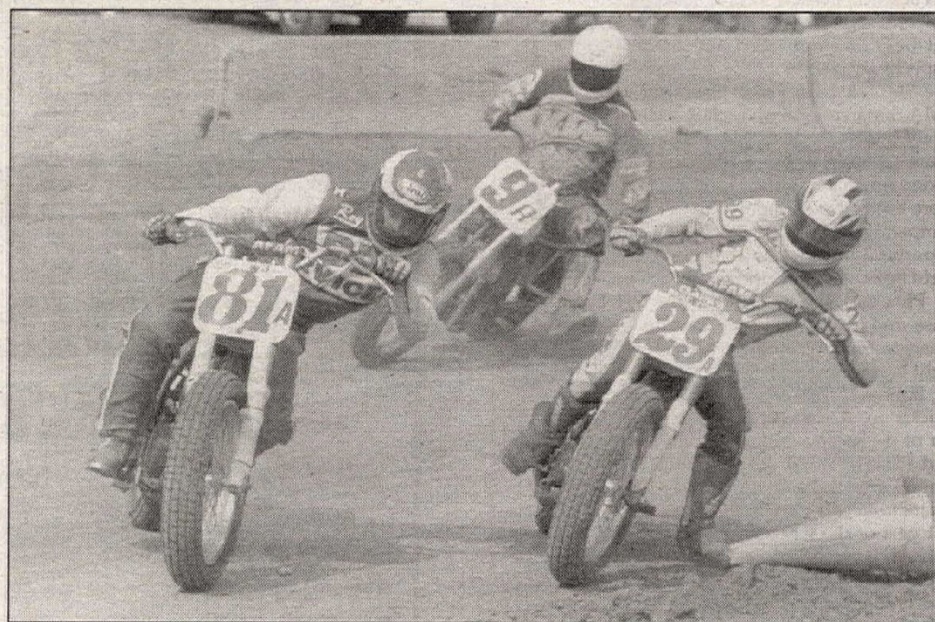
By Ben Breech

SHIPPENSBURG, PA, JUNE 7

After having their opening short track rained out in April, Baer Racing/Shippensburg MC still had to battle the elements to pull off their rescheduled opening race at the Shippensburg Speedway. The Link Cycle/ABBA Services-sponsored event saw Roy Miller come away with a pair of wins in the Sportsman and combined 600cc A/Pro finals. Keeping the prizes in the family were Evan Baer - with a pair of wins in the 50cc Oil-Injected and 50cc (4-6) classes - and his brother Shawn - who took the 85cc final. Taking the 250cc A final was Georgie Price, while Bob Sweeten won the Over 30 class. Tim Russell topped the Over 40 class and Dave Smith easily won the 500cc Two-Valve division.

After having a rather easy time winning the Sportsman final, Miller put his ABBA Services/Miller Cycles-backed Rotax in front of Sweeten, Dallas Baer, Donnie Mullen and Price in the 600cc A/Pro final. Mullen took third as they came off the second turn on the second lap and started to pressure Sweeten for second. Mullen finally got by the cagey veteran on the sixth lap and worked his way up to Miller, but Miller kept him at bay. Price and Baer traded the fourth spot several times in the later laps, with Baer taking it at the end.

Price led the 250cc A class over Joe Zydinsky,



Mullen and Raun Wood. Zydinsky bobbled coming off the second turn on the third lap, dropping to fifth. While Mullen stayed right on Price's rear to the end, Zydinsky fought his way back up to third by the checkers.

Bryan Douglas and Jason Isenock had a close battle for the 125cc Schoolboy win. Douglas led the opening lap, but Isenock took the lead off the second turn on the second lap. Douglas' pressure paid off as he retook the lead off the second turn on the sixth lap. They returned a few events later with a few more riders in the 125cc B final, but any hopes of a double by Douglas went out the window on the opening lap when Douglas and Ray Lied collided on the opening lap, sending Douglas to the pits. As has been the case for most of the season, Chris Klinefelter grabbed the lead, in this case from Jared Mees, Mike Brabson, Isenock and Brandon Green. While Klinefelter and Mees put a few lengths on the field in first and second, Isenock got by Brabson for the final podium spot on the third lap.

Klinefelter looked like he, too, might take a pair of wins on the high-banked Shippensburg oval as he grabbed the 250cc B lead from Mees, Joey Tyeryar and Dave Higgins. But Mees slipped under him entering the first turn on the third lap to take the lead for good, while Bruce Miller took fourth off the second turn on the same lap.

Dave Smith gave a lesson in perseverance in the 500cc Two-Valve class. After falling in his heat, he fell at the start of the final, bringing out the red. On the restart, he started third behind Nick Taylor and Barry High. By the start of the second lap he was in second, pressuring Taylor for the lead, while Larry Hoffman got by High for third on the following lap. The front two pulled away, with Taylor holding the lead, until he broke and gave the win to Smith two laps from the end.

Results

50 (4-6): 1. Evan Baer (Act); 2. John Long (Act); 3. Bryan DeMuro (Act).
50 (7-8): 1. Jeff Haldeman (Act); 2. Joey Parks (Lem); 3. Megan James (Lem).
50 OIL-INJ: 1. Evan Baer (Yam); 2. Brett Pugh (Yam); 3. Bobby Weir (Yam); 4. Michael Diffenderfer (Yam); 5. John Long (Yam).
65: 1. John Lewis (Kaw); 2. Jeff Haldeman (Hon).
85: 1. Shawn Baer (Yam); 2. Zach Calcutt (Hon); 3. John Lewis (Yam); 4. Brian Schwen (Yam).
100 4-STRK: 1. Shawn Witman (Hon); 2. Scott Mullen (Hon).
125 SCHBY: 1. Bryan Douglas (Hon); 2. Jason Isenock (Hon); 3. Jonathan Reid (KTM).
125 B: 1. Chris Klinefelter (Hon); 2. Jared Mees (Hon); 3. Jason Isenock (Hon); 4. Mike Brabson (Hon); 5. Brandon Green (Yam).

250 A: 1. Georgie Price (Hon); 2. Donnie Mullen (Hon); 3. Joe Zydinsky (Hon); 4. Raun Wood (Yam); 5. Rich Mellinger (Yam).
250 B: 1. Jared Mees (Mai); 2. Chris Klinefelter (Hon); 3. Joey Tyeryar (Kaw); 4. Bruce Miller (Hon); 5. Robin Wilt (Hon).
500 2-VALVE: 1. Dave Smith (Yam); 2. Larry Hoffman (Yam); 3. Barry High (Yam); 4. Nick Taylor (Yam).
600 A/PRO: 1. Roy Miller (Rtx); 2. Don Mullen (Rtx); 3. Bob Sweeten (Rtx); 4. Dallas Baer (Rtx); 5. Georgie Price (Kaw).
600 B: 1. Joey Tyeryar (Kaw); 2. David Smith (Kaw).
30+: 1. Bob Sweeten (Rtx); 2. Bill Bromley (Rtx); 3. Joe Bromley (KTM); 4. Dale Wakefield (Hon); 5. Nick Taylor (Yam).
40+: 1. Tim Russell (Rtx); 2. Bruce Miller (Hon); 3. David Higgins (Rtx).
SPTSMN: 1. Roy Miller (Rtx); 2. Joe Zydinsky (Hon); 3. Joe Bromley (Rtx).

Langland lands three at SVCC Short Track opener

By Brad Letcher

SIOUX FALLS, SD, MAY 30

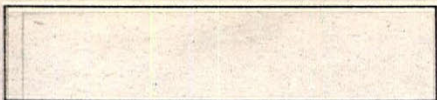
Verdeen Langland scored wins in two out of the three Pro classes at the rain-shortened season-opening short track at Saddleback Race Park. Young America/White Brothers/MotionPro-sup-

ported Langland took wins in the Open Pro TT and 250cc Pro classes during the Saturday night SVCC program. Langland also finished a close second to Scott Deubler in the Open Pro class. The main events were canceled due to tornadoes reported in the area, causing the final results to be based on the heat races.

The Open Pro TT opened the night with Langland jumping to a lead which he would not surrender. There was plenty of rubbing as the six-rider field funneled into the infield, with Mike Johnson, Bob Boyd and defending points champ Dusty Faulds following Langland. Although the racing was close throughout the entire race, the order remained the same from flag to flag. Langland took the checkers, followed by Johnson, Boyd and Faulds.

The 250cc Pro class started the same way the last race ended - with Langland out front. Faulds, Johnson and Rob Jones would follow Langland across the line to complete the first lap. The wall-riding Johnson got past Faulds on the second lap and set his sights on Langland. Jones, Sheldon Wenz and Verlon Langland, a newcomer to the Pro classes, battled for the fourth spot behind Faulds. The dry-slick conditions made making up for a mistake hard to do. The race order would not change after Johnson got by Faulds on the second lap. Even with little passing, the action was exciting, because the riders were sliding in all areas of the track. Verdeen Langland won his second class of the evening, followed by Johnson, Faulds and Jones.

With tornadoes reported in the area, the Open Pro class ran under a lightning-filled sky. The action on the track was fast and furious as Deubler jumped to the early lead with a pack of riders nipping at his heels. Verdeen Langland then secured second from Faulds and Bob Anderson as Bob Boyd, Pete Tapken and Sheldon Wenz battled behind the front pack for fifth. Anderson would make his move on Faulds on lap two and fall in line behind Langland. Anderson tried to go down low and then up to the high line in search of any bit of cushion to run on to try to get past Langland. Back in the pack, Tapken passed Boyd for fifth, and Deubler pulled a lead as Langland and Anderson battled between themselves. Deubler took the win, with Langland beating out Anderson and Faulds. The power blinked off as the bikes exited the track, so the participants, spectators and crews scrambled to find a safe area to wait out the storm.



Results

MINI 50: 1. D.J. Schlager; 2. Luke Lembrecht; 3. Alex Jorgensen; 4. Anthony Bauer; 5. Taylor Bissel.

MINI 60: 1. Justis Lund; 2. Nick Buol; 3. Colton Trendre; 4. D.J. Schlager; 5. Jesse Frost.

MINI 80: 1. Ryan Deighton; 2. Robert Thompson; 3. Mitch Kenyon; 4. Jacob Ahl; 5. Jesse Frost.

SM ENG: 1. Ryan Deighton; 2. Chris Shoenrock.

250 A: 1. Duane Wood/Rick Dougherty; 2. Dan Deubler/Shannon Frewaldt; 3. Scott Studer/Matt Healy; 4. Eric Melcher.

OPEN A TT: 1. Greg Dougherty; 2. Chad Johnson; 3. Chris Houlihan; 4. Scott Studer; 5. Scott Marsh.

OPEN A: 1. Charlie Langland; 2. Jon Faulds; 3. Dennis Melcher; 4. Rick Dougherty; 5. Scott Studer.

250 PRO: 1. Verdeen Langland; 2. Mike Johnson; 3. Dusty Faulds; 4. Rob Jones; 5. Verlon Langland.

OPEN PRO TT: 1. Verdeen Langland; 2. Mike Johnson; 3. Bob Boyd; 4. Dusty Faulds; 5. Verlon Langland.

OPEN PRO: 1. Scott Deubler; 2. Verdeen Langland; 3. Bob Anderson; 4. Dusty Faulds; 5. Pete Tapkin.

Plitt, Alvarez win under the stars at Glen Helen SX

By Robert Van Damme

SAN BERNARDINO, CA, JUNE 6

Joel Plitt and Nick Alvarez took top honors in Vet Beginner and 80cc Intermediate classes, respectively, at the inaugural Supercross Under The Stars at Glen Helen Raceway. During the AMA Supercross season, the track is used exclusively by Jeremy McGrath and Jimmy Button of Team Chaparral, but with the Outdoor Series under way, Glen Helen will use the track three more times this summer. This series gave riders competing in the Yamaha Dealer MX Series an opportunity to race on the supercross track the night before for half-price.

Plitt took the holeshot in the Vet Beginner class and ran away from Donnie Quanstrom. Quanstrom would show a wheel but Plitt led all eight laps for the win.

Bobby Phillies, who missed the first moto, quickly went to the front going into the first corner of the second moto, followed by Quanstrom and Plitt in third. Phillies was faster in the whoop sections and started to pull away from Quanstrom and Plitt. But Phillies bobbled on the last part of the whoops, which sent him off the track and on the wrong side of the hay bales that lined the inside right-handed U-turn. It looked like Phillies would jump back on the track on the other side of the corner and continue on, but in a gentlemanly fashion, Phillies returned back onto the track at the same spot at which he had exited. This let Quanstrom and Plitt get by. Plitt made the pass on Quanstrom on the next lap by going on the inside before the jumps on the front straightaway. Plitt then was able to double the jumps he was comfortable with and pull away for the win. Phillies was able to get back around Quanstrom for second before the checkered came out.

Alvarez was out first when the gate dropped for the first moto for the combined 80cc classes. In second was Brandon Schlensig, followed by Kyle Foltz, Justin Workman and Andrew Petrie. Petrie tried several times to pass Workman from the inside but would spin his wheels because the dirt was soft there. A lap later, Petrie was able to get beside Workman and outdrag him to the next corner to take over fourth. The checkered waved for Alvarez, who had a comfortable lead over Schlensig, Foltz, Petrie and Workman rounded out the top five.

Schlensig controlled the inside position on the start of the second moto. Alvarez was right behind him, followed by Foltz and Petrie. Schlensig held the top spot but went wide on the first corner to make sure he had enough speed to clear the double jump near the front of the bleachers. Alvarez was able to make that same jump, but he came from the inside. Two laps later, Schlensig went to the outside again and Alvarez took the inside, the duo flying over the jump side by side. Alvarez then controlled the inside to the next corner and took over the lead. Petrie got by Foltz on the back whoop section on the next lap. Alvarez scored the win, followed Schlensig, Petrie, Foltz and Workman.

Results

P/W: 1. Kyle Bohannon (Yam); 2. Kyle Yarnell (Yam).

60 (0-8): 1. Travis Christensen (Kaw).

60 (9-11): 1. Cody Bohannon (Yam); 2. Andrew Yarnell (Kaw).

80 BEG: 1. Justin Workman (Kaw); 2. Bryan Huth (Kaw); 3. Mitch Maxwell (Hon).

80 NOV: 1. Kyle Foltz (Kaw); 2. Andrew Petrie (Kaw).

80 INT: 1. Nick Alvarez (Hon); 2. Brandon Schlensig (Yam).

125 BEG: 1. Bradley Huth (Yam).

250 BEG: 1. Jimmy Fishback (Yam); 2. Michael Hull (Yam).

250 PRO: 1. Jason Dubin (Suz); 2. Jon Sereika (Yam).

JR VET BEG: 1. Matt Morgan (Kaw).

VET BEG: 1. Joel Plitt (Yam); 2. Bobby Phillies (Kaw); 3. Donnie Quanstrom (Hon).

VET INT: 1. Tony Biennert (Kaw).

VET EX: 1. Bob Maxwell (Yam); 2. Doug Yarnell (Yam).

SR NOV: 1. Donnie Quanstrom (Hon).



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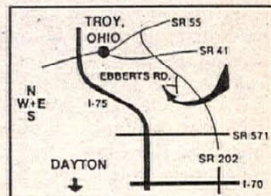
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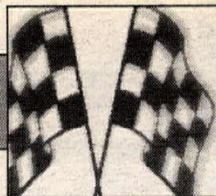
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EVENTS



Oehlhof on it at Red Bud MX

By Larry Witmer

BUCHANAN, MI, JUNE 7

Joe Oehlhof took his REP/Fast Cycles/Pirelli-backed CR into the winner's circle of the highly competitive 250cc Expert division at a motocross held at Red Bud Track and Trail. It was Tom Hofmaster who piloted his Banzai Racing/THOR/Torque Center-backed RM to the overall win in the 125cc Expert class.

The opening 250cc Expert moto saw Oehlhof take the holeshot, with Scott Kirkpatrick, Jeff Moore and Banzai Racing/MX Tech's Eron Ezerins in tow. Ezerins was on the move early, passing Moore for third going up the Monza Wall with an inside line. Ezerins wasn't done yet, passing Kirkpatrick for second in the left-hand corner going toward LaRocco's Leap. At the completion of the opening lap, Oehlhof had a two-second lead over Ezerins, with Kirkpatrick third, Tom Hofmaster on the move in fourth and John Baker in fifth. Oehlhof kept his pace and held Ezerins in check to earn the opening-moto win. Ezerins did a nice clicker over the finish-line jump to card second. There was a great battle for third, with Hofmaster barely beating Lake City Honda/AXO/Oakley-backed Baker.

The second-moto holeshot went to Oehlhof again, followed by Ezerins, Brad Jerominski on his Great Escape/Paint Can-backed Kawasaki and Baker. Hofmaster was in the sixth spot and trying to move up on the first lap, but he went down in the switchbacks before the Monza Wall. The crash forced him to play catch-up for the entire moto and he eventually finished 11th. Up front, it was a four-way battle for the lead. Oehlhof was holding off the advances of Ezerins, while Baker got an excellent drive up the Monza Wall to go outside of Jerominski for third. The third-lap action saw Ezerins come under attack from Baker, and Baker motored by him in the same spot where he had passed Jerominski a lap before. Oehlhof had a two-second

lead over Baker at the completion of the third lap, with Ezerins, Jerominski and Kirkpatrick rounding out the top five. Baker waited for the last lap to zap Oehlhof in the Valley Jump area and take over the lead. Oehlhof only had to finish second to claim the overall for the day and he let Baker have the win.

"I knew I had the overall win once I knew it was Baker pressuring me," Oehlhof said, adding, "Man, that Honda is so fast it tired me out. I couldn't hold on to it in the closing stages. It still has the Supercross suspension on it, so it's harsh over the small bumps."

"The track was awesome today," Oehlhof continued. "I love that big tabletop with the second step-down jump. Its huge! Much thanks to my mom and dad for their support. I can't wait for the Pro National here at Bud!"

Results:

AUTO (4-6): 1. Devin Burks (Cob); 2. Mike Ross (Cob); 3. Devon Adair (Act); 4. James Schnaus (Cob); 5. Jacob McCraner (Cob).

AUTO (7-8): 1. Ivan Hays (Cob); 2. Brett Wagner (Cob); 3. Matt Sparks (Lem); 4. Tom Fisher (Cob); 5. Steven Squire (Cob).

AUTO (4-8): 1. Zachary Hays (Yam); 2. Jared Hays (Yam); 3. Matt Fozo (Yam); 4. Bob Johnson (Yam); 5. Cody Davis (Yam).

60: 1. Bob Loire (KTM); 2. Shane Sewell (Kaw); 3. Steven Car-nahan (Kaw); 4. Larry Partin (Kaw); 5. Jerry Lorenz (Kaw).

80 (12-15): 1. Nick Vaughn (Kaw); 2. Jon Logan (Kaw); 3. Danny Beckett (Hon); 4. Ross Martin (Suz); 5. Mitch Dervin (Yam).

80 (7-11): 1. Fred Karrle (Yam); 2. Brandon Hileman (Yam); 3. Jared Keuntjes (Suz); 4. Joe Penrod (Kaw); 5. Jerry Lorenz (Yam).

80 OPEN: 1. Danny Beckett (Hon); 2. Dustin Pulley (Kaw); 3. Ross Martin (Suz); 4. Mitch Sluder (Suz); 5. Brian Schuiteman (Kaw).

80 C: 1. Kyle Bagladi (Kaw); 2. Kevin King (Hon); 3. Addison Cole (Yam); 4. Kyle Wolff (Hon); 5. Tyler Weston (Kaw).

125 (12-15): 1. John Penrod (Yam); 2. Joey Sly (Hon); 3. Geddy Karrle (Yam); 4. Anthony Milks (Hon); 5. James Taylor (Yam).

125 A: 1. Tom Hofmaster (Suz); 2. Eron Ezerins (Suz); 3. Joe Oehlhof (Hon); 4. Nathan Miller (Hon); 5. Dustin Keuntjes (Suz).

125 B: 1. Jason McDonald (Suz); 2. John Penrod (Yam); 3. Keith Seeger (Hon); 4. Ken Garcia (Hon); 5. Jamie Beckett (Suz).

125 C: 1. Judd Bagladi (Kaw); 2. Todd Trowbridge (Hon); 3. John Crews (Yam); 4. Tal Wolfe (Hon); 5. Chad Brackett (Yam).

250 A: 1. Joe Oehlhof (Hon); 2. John Baker (Hon); 3. Eron Ezerins (Suz); 4. Brad Jerominski (Kaw); 5. Scott Kirkpatrick (Hon).

250 C: 1. Randall Nelson (Hon); 2. Joe Reasoner (Hon); 3. Austin Henderson (Yam); 4. Jason Ashby (Suz); 5. John Smith (Suz).

16-24: 1. Jason Vienot (Yam); 2. Nathan Miller (Hon); 3. Greg Foster (Kaw); 4. Russ Dombrowski (Kaw); 5. Kyle Kohler (Yam).

(Left) Brandon Hileman (08) snags the holeshot in the 80cc (7-11) class, but it was Fred Karrle (52) who came back to win the class at Red Bud Track and Trail in Buchanan, Michigan. (Below) David Gaylord won the 250cc A class at a motocross held at the Dutch Sport Park in Bloomingdale, Michigan.

the 125cc A and the Over 25 Expert divisions at the Dutch Sport Park. It was "Maple City madness" as the Kawasaki shop helped just about everybody out, and Mike LaRocco Sr. showed up to give a bike-setup seminar.

The opening moto of the Over 25 Expert division got under way with Maple City Kawasaki's David Gaylord pulling the holeshot, ahead of YZ400F-mounted Alan Sherlock, O'Neal/FMF/Factory Connection's John Sier, Todd Flickenger and then DeHoop. DeHoop wasted little time in making his run to the front, taking on three riders in the sand switchbacks to move into third on the opening lap. Gaylord controlled the opening lap, while Sier moved past Sherlock for second. DeHoop started showing Sier his front wheel on the second lap, making the pass on a tight left-hand corner with a better line. Sier held on to third until a crash took him out of contention. On the fourth lap, DeHoop found a way past Gaylord by taking his line away but got tangled up



25+: 1. John Baker (Hon); 2. John Sier (Kaw); 3. Scott Kirkpatrick (Hon); 4. Jim Randa (Kaw); 5. Jeff Moore (Kaw).

30+: 1. John Sier (Kaw); 2. Jim Royko (Yam); 3. Larry Witmer (Suz); 4. Bob Behrens (Yam); 5. Scott Kirkpatrick (Hon).

35+: 1. Jim Royko (Yam); 2. Kreg Bigelow (KTM); 3. Rick Walsworth (Hus); 4. Ronnie Weatherholt (Kaw); 5. David Miller (Hon).

40+: 1. Larry Witmer (Suz); 2. Rick Walsworth (Hus); 3. Bob Richardson (Hon); 4. Dave Hoff (Yam); 5. Mike Horne (Kaw).

50+: 1. William Hagar (Hon).

DRY DOGS: 1. Brad Goins (Hon); 2. Kevin Kelly (Mai); 3. Alan Doneth (Yam); 4. Mark Nelson (Mai); 5. Mike Watson (Hon).

NON-CUR: 1. Scott Sweeting (Yam); 2. Dan Larder (Yam); 3. Paul Ransler (Hon); 4. Joel Mitchell (Yam); 5. Larry Haag (Kaw).

BMBR: 1. Dave Yont (Hon); 2. Brad Goins (Hon); 3. Tom Holscher (Hon); 4. Wilbert Verpooten (Hon); 5. Dennis Sumner (Yam).

VINT: 1. Richard Stone (Hus); 2. Jeff Doneth (Suz); 3. Shannon Scott (Hon).

WMN: 1. Angela Keuntjes (Yam); 2. Dee Nessius (Kaw); 3. Heather Zylstra (Hon); 4. Cherissa Loire (Kaw); 5. Jennifer Squire (Kaw).

DeHoop dialed at Dutch MX

By Larry Witmer

BLOOMINGDALE, MI, MAY 31

Todd DeHoop took his Yamaha of Troy/Pro Circuit/Scott-supported YZ to overall wins in

with his bike in the sand switchbacks a lap later and dropped back to second. Gaylord took his advantage all the way to the checkers as DeHoop charged back, only to run out of time.

"This is great, racing again," Gaylord said between motos. "My knee feels pretty good, but my forearms feel like Popeye's! I'm just trying to get back into shape and have fun. DeHoop is going a good pace today, so let's see if I can match it again."

The second moto saw DeHoop take the holeshot on his 125 in a sea of 250s. Gaylord was second, followed by Flickenger and Mike Weisner. Picking himself up from a first-turn crash was Sier. DeHoop pulled clear of the field, while Gaylord kept him in sight. Sier was on a charge, passing up to fourth by the third lap. He then passed Flickenger for third down the fast straightaway before the sand-switchback area. DeHoop cruised in for the win, with Gaylord back about four seconds to take second. Sier, Flickenger and Sherlock rounded out the field.

"I came here to get tuned up for the upcoming National at Southwick," said longtime National competitor DeHoop. "My plans are to ride a four-stroke there. This year I am just trying to have fun and race as much as I can. I have a

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full-time job at home at Western Michigan Fleet, working in the warehouse."

Results

AUTO (4-6): 1. Tyler Murray (Cob); 2. A.J. Alleshouse (Cob); 3. Mike Ross (Cob); 4. Chance Dell (ACT); 5. Aaron Dabieci (KTM).

AUTO (7-8): 1. Tom Fisher (Cob); 2. Matt Sparks (Lem); 3. Cody Davis (Cob); 4. Brett Wagner (Cob); 5. Joshua Barrett (Cob).

AUTO (4-8): 1. Zachary Hays (Yam); 2. Jared Hays (Yam); 3. Mike Johnson (Yam); 4. Marky Johnson (Suz); 5. Matt Fozo (Yam); 60: 1. T.J. Auten (Kaw); 2. Larry Partin (Kaw); 3. Brett Wagner (Kaw); 4. Shane Sewell (Kaw); 5. Adam Croley (Kaw).

80 OPEN: 1. Jon Logan (Yam); 2. Mitch Dervin (Yam); 3. Mitch Sluder (Suz); 4. Nathan Barrett (Kaw); 5. Kyle Bagladi (Kaw).

80 (7-11): 1. T.J. Auten (Kaw); 2. Marcus Shafer (Suz); 3. Travis Sewell (Yam); 4. Matt Haag (Suz).

80 C: 1. Nathan Barrett (Kaw); 2. Kyle Bagladi (Kaw); 3. April Schroyer (Hon); 4. Brandon Handley (Hon); 5. Dan Grotler (Yam).

80 (12-15): 1. Nick Vaughn (Kaw); 2. Jon Logan (Yam); 3. Mitch Dervin (Yam); 4. Mitch Sluder (Suz); 5. Ryan Kessinger (Yam).

16-24: 1. Harold Goodman (Yam); 2. Greg Foster (Kaw); 3. Jeff Vernon (Kaw); 4. Shane Maust (Kaw); 5. Don Weatherholt (Kaw).

125 (12-15): 1. Anthony Milks (Hon); 2. Judd Bagladi (Kaw); 3. James Taylor (Yam); 4. Mitch Pilat (Suz); 5. Konrad Johnson (Hon).

25+: 1. Todd DeHoop (Yam); 2. David Gaylord (Kaw); 3. John Sier (Kaw); 4. Todd Flickenger (Kaw); 5. Alan Sherlock (Yam).

30+: 1. John Sier (Kaw); 2. Larry Witmer (Suz); 3. Bobby Wagner (Suz); 4. Todd Flickenger (Kaw); 5. Ronnie Weatherholt (Kaw).

35+: 1. Ronnie Weatherholt (Kaw); 2. Doug Fozo (Kaw); 3. Doug Grotler (Hon); 4. Scott Grotler (Hon).

40+: 1. Larry Witmer (Suz); 2. Gary Schroyer (Yam); 3. Ron Hayes (Suz); 4. Rob Shafer (Hus).

NON-CUR: 1. Brad Goins (Hon); 2. Paul Ransler (Hon); 3. Konrad Johnson (Hon).

125 A: 1. Todd DeHoop (Yam); 2. Jason Vienot (Yam); 3. Gary Schroyer (Yam); 4. Harold Goodman (Yam); 5. Doug Finley (Suz).

125 B: 1. James Taylor (Yam); 2. Greg Andrews (Kaw); 3. Anthony Milks (Hon); 4. Raymond Charles (Kaw); 5. Wes Scott (Suz).

125 C: 1. Judd Bagladi (Kaw); 2. Tal Wolfe (Hon); 3. Derek Huffman (Kaw); 4. Jason Radke (Hon); 5. Mike Whipple (Kaw).

250 A: 1. David Gaylord (Kaw); 2. Jason Vienot (Yam); 3. Harold Goodman (Yam); 4. Jamie Schuring (Hon).

250 B: 1. Frank Crowley (Kaw); 2. Russ Dombrowski (Kaw); 3. Jason Perry (Hon); 4. Greg Foster (Kaw); 5. Craig Brady (Kaw).

250 C: 1. Noah Cole (Kaw); 2. Richard Mann (Yam); 3. Brian Lovall (Yam); 4. Brian Babrick (Suz); 5. Cale Palmer (Hon).

Blough steals one at SRA GP

By Dave Dain

SAN BERNARDINO, CA, MAY 31

Yamaha-mounted Chad Blough scored the win in the Over 30 Expert class at an SRA Grand Prix held at Glen Helen Raceway.

Ted Hunnicut used the power of his YZ400F to nail the holeshot over Blough and Randy Norman. As they approached Animal Leap, it was Hunnicut (followed by Blough and John Whitaker) who was able to move by Norman for third. Whitaker wasted no time passing Blough for second and began pressuring Hunnicut for the lead. Whitaker made his move on the straightaway heading toward the tower and immediately began to pull away on his YZ250. After being passed by Whitaker, Hunnicut faded and was now feeling pressure from Blough. Blough made the pass for second on the vintage track, sending Hunnicut to third. Hunnicut's stay in third was short-lived, though, as a hard-charging Yamaha-mounted Doug Yarnell also went by.

By lap four, Whitaker had increased his lead to 15 seconds, followed by Blough, Yarnell and a pair of Kawasaki riders, Norman and Ron Clement. When the leaders approached Bud's Creek, there was no sign of Yarnell, as his bike had broken, ending his day prematurely. Norman was now in third, followed by Clement in fourth and Hunnicut in fifth. Whitaker and Blough were able to put 30 seconds on the rest of the pack by the middle of the race. For all intents and purposes, the race for first and second had been settled. The only battle remaining was for third. Norman had it but was feeling pressure from Clement in fourth, who was feeling heat from Hunnicut. Norman was unable to hold off the charging Kawasaki of Clement and the Yamaha of Hunnicut and both riders were able to get by Norman in the canyon, pushing him back to fifth.

On lap seven, Whitaker was still in first but losing some time to Blough in second. The duo had about a 40-second lead on third-placed Clement, who was being pressured by a revived Hunnicut. When the leaders came around on the next lap, Whitaker, now suffering from a flat rear tire, had Blough breathing down his neck. Going up Animal Leap, Whitaker struggled to hold off the charging Blough. Blough made his move in the 180-degree left-hander approaching Bud's Creek and pulled out to a 10-second lead by the checkers. Whitaker maintained second, Hunnicut made a last-lap pass on Clement for third, and Norman took fifth.

Results

P/W 1: 1. Zachary Johnson; 2. Nick Bailey; 3. Cory Ayers; 4. Bryan Seabrook; 5. Travis Bandfield.

P/W 2: 1. Frankie Aguirre; 2. Brandon Peterson; 3. Joey Johnson.

P/W 3: 1. Sean Renshaw; 2. Justin Powell; 3. Jeff Smith; 4. Brendon Dellar; 5. Tyler Vanscourt.

P/W 4: 1. Andre Tomei; 2. Brandon Freistat; 3. Travis Freistat; 4. Denise Speigle; 5. Kyle Bezvidenhout.

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80 BEG: 1. Adam Benavides (Hon); 2. Nick Lopez (Hon); 3. Brandon Woods (Hon); 4. Peter Wright III (Suz); 5. Andrew Nasson (Yam).

80 NOV: 1. Vincent Benavides (Hon); 2. Jason Jeffrey (Yam); 3. Bryan Huth (Kaw); 4. Kelly Renshaw (Kaw); 5. Ty Renshaw (Kaw).

125 BEG: 1. Richard Hernandez (Yam); 2. Broc Daugherty (Suz); 3. Chad Austin (Suz); 4. Bernardo Flanders (Suz); 5. Nils Berge (Hon).

125 NOV: 1. Brad Huth (Yam); 2. Brian Stoner (KTM); 3. Billy Macias (Suz); 4. Eric Child (Hon); 5. Bryce Oxley (Suz).

125 AM: 1. Sean Hamblin (Suz); 2. Mondo Duran (Suz); 3. Mickey Bierman (Yam); 4. Dean String (Hon).

125 EX: 1. Johnny Nicoll (Yam).

250 BEG: 1. Kailem Bakken (Yam); 2. Steve Davis (Yam); 3. Sean Childress (Hon); 4. Rod Nason (Hon); 5. Cameron Mulford (Kaw).

250 NOV: 1. Mike Ptak (Kaw); 2. Dwayne Blay (Yam); 3. Neil Hepburn (Hon); 4. Andy Cossio (Kaw); 5. Brett Daugherty (Suz).

250 AM: 1. Dennis Ptak (Kaw).

WMN BEG: 1. Sandy Orsmund (Yam).

OPEN BEG: 1. Scott Tell (Yam); 2. Joel Tell (Yam); 3. Dave Smith (Hon).

OPEN NOV: 1. Bret Leef (Kaw); 2. John Dean (Kaw); 3. Chris Blair (Hon).

OPEN EX: 1. Jim Trubey (Kaw); 2. Jason Higgins (Kaw).

30+ BEG: 1. Morgan Pierce (Suz); 2. Don Hutchinson (Suz); 3. Scott DeViller (Yam); 4. Ken Kinnucan (Yam); 5. Jeff Bailey (Suz).

30+ NOV: 1. David Barnes (Hon); 2. Mark Vanderdussen (Kaw); 3. Mike Martin (Yam); 4. Sam Trout (Kaw); 5. Phil Holcomb (Hon).

30+ AM: 1. Alex Zapata (Yam); 2. Robbie James (Yam); 3. Bryan Statham (Suz); 4. Troy Lee (Kaw); 5. Craig McCall (Kaw).

30+ EX: 1. Chad Blough (Yam); 2. John Whitaker (Yam); 3. Ted Hunnicut (Yam); 4. Ron Clement (Kaw); 5. Randy Norman (Kaw).

40+ BEG: 1. Donnie Quastrom (Hon); 2. Robert Duran (Suz); 3. Wayne Waters (Yam); 4. Charles O'Neil (Hon); 5. George Duran (Yam).

40+ NOV: 1. Bob Ridgeway (Yam); 2. Cliff Mayo (KTM); 3. Dave MacPherson (Hon); 4. Doug Cave (KTM); 5. Jim Speigle (Hon).

40+ AM: 1. John Whitcomb (Hon); 2. Gary Bowden (Apr); 3. Joe Padilla (Hon); 4. Lance McRoberts (Yam); 5. Mark Prescott (Yam).

40+ EX: 1. Bobby Maxwell (Yam); 2. Willie Phee (Yam); 3. Bruce McDougal (Hon); 4. Paul Vogelsang (Yam); 5. Alan Kent (Yam).

50+ NOV: 1. Ken Fuelner (Kaw).

50+ AM: 1. Earl Shuler (Kaw).

50+ EX: 1. Dave Jacobus (Hon); 2. Steve Bussell (Hon); 3. Dennis Patterson (Yam); 4. Larry Owens (Kaw); 5. Gary Codgill (Hon).

4-STK NOV: 1. Jason Smith (Hon); 2. Jessa Costa; 3. Brent Uhlar (Yam).

4-STK EX: 1. Mike Seely.

TEAM: 1. Bobby Maxwell/Chad Blough; 2. Ron Clement/John Whitaker; 3. Cole Gress/Joel Felts; 4. Scott Keller/Steve Flanders; 5. Steve Dalton/Brian Renshaw.

Stewart, Goodman hot at RRR Hillclimb

By Bud Northrup
Photo by Mark Lewis

POLO, IL, JUNE 7

The Rock River Riders held their first hillclimb of 1998 on their 140-foot hill. The club added a new breaker at the 60-foot level, adding a bit more of a challenge to the already rough and steep hill.

Brent Stewart from Galva, Illinois, was the fastest in the amateur portion of the program, blasting over the top in 3.245 seconds on his Jackson Performance KTM380. Stewart's extraordinary ride came in second-round action in the 400cc class. He needed it to overtake Paul Hackbarth, who had carded a fine 3.720-second run on a YZ400F borrowed from Marc Stamm and was the class leader at intermission. Iowan Jerome Beckley put his YZ400F over in 3.962 seconds; he was the only other rider in the class to break the four-second mark.

Mike Millard and Josh Hovey, both riding YZ400Fs, finished fourth and fifth. The fast time was Stewart's first in 1998, but it probably won't be his last - he claimed three in 1997.

Stewart came close to a double win as he turned a fine 3.790 seconds on his Jackson Performance Yamaha on his first ride in the 250cc class, only to see Indianapolis rider Mark Goodman Jr. slip under him and take the lead with an even faster 3.782-second run. In second-round action, Stewart stopped the clocks in 3.564 seconds to take a momentary lead, but young Goodman met his challenge with a blazing 3.551-second run on his KX250 to edge Stewart by only seven-thousandths of a second for the class win. Kevin Cappello was the only other rider in the class to break into the threes with a 3.915-second run on his KX250.

Goodman also claimed the 200cc-class win with a good 4.395-second run on his KX125, overtaking Becky Williams, who took the class lead into the break with a good 4.701-second ride on her KX125. Glenn Fuegen put his KDX200 over in 4.846 seconds for third place, with his buddy Jerome Beckley close behind him on his KDX in 4.886 seconds. Fred Toms, also KDX-mounted, rounded out the top five with a 5.219-second run.

The Northrup brothers, Jason and Kaleb, rode three bikes in three classes and claimed all three wins. Getting to the climb late due to their plane's late arrival on their return from Hawaii, the Northrups were given only one ride in each class, but they made the most of them. Jason was first to go and rode his Sportland CR500 in the 600cc class, flying over the top in 3.268 seconds to take the class win.

As soon as he finished his 600cc ride, Jason brought his 750cc "Hondasaki" triple to the line with its center cylinder smoking and launched it over the breaker. The middle cylinder blew as he touched down from his jump, but his momentum was such that he still flew over the top in a class-winning 3.486 seconds.

Kaleb Northrup learned from his 750cc ride, in which he finished second after a big wheelie, and delivered a near-perfect run on his Triumph in the Pushrod class to take the win in 3.283 seconds.

Results

50 AUTO: 1. Blake Cappello; 2. Derek Swanson; 3. Drew Daniels.

85 YTH: 1. Dan Myers; 2. Josh Carrier; 3. Bill Myers; 4. Jacob Bailey; 5. Becky Williams.

200: 1. Mark Goodman Jr.; 2. Becky Williams; 3. Glen Fuegen; 4. Jerome Beckley; 5. Fred Toms.

250: 1. Mark Goodman Jr.; 2. Brent Stewart; 3. Kevin Cappello; 4. Glenn Fuegen; 5. Luke Harwik.

400: 1. Brent Stewart; 2. Paul Hackbarth; 3. Jerome Beckley; 4. Mike Hillard; 5. Josh Hovey.

600: 1. Jason Northrup; 2. Tom Rollins; 3. Paul Hackbarth; 4. Dan Brown; 5. Curt Randall.

750: 1. Jason Northrup; 2. Kaleb Northrup; 3. Jim Roberts; 4. Tom Daniels; 5. Mike Kessel.

OPEN: 1. Jerrod Lindquist; 2. Bob Fisher; 3. Bob Urnikis; 4. Mark Kirking; 5. Mike Kessel.

SR: 1. Bill Myers; 2. Tom Rollins; 3. Dan Brown; 4. Roger Hackbarth; 5. Tim Wiggins.

PSHRD: 1. Kaleb Northrup; 2. Bob Fisher; 3. Jim Roberts; 4. Terry Bailey; 5. Tim Wiggins.

400 EXHIB: 1. Paul Hackbarth; 2. Mark Goodman Jr.; 3. Luke Harwik; 4. Tom Daniels; 5. Bruce Holeton.

OPEN EXHIB: 1. Tom Daniels; 2. Jason Northrup; 3. Paul Hackbarth; 4. Kaleb Northrup; 5. Mark Kirking.

FAST TIME AM: *Brent Stewart (KTM).

FAST TIME O/A: **Tom Daniels (Kaw).



(Above) Sean Collier won the 80cc (12-13) class at a Saturday night MX held at Starwest Cycle Park in Moreno Valley, California.

(Left) Jason Northrup had a good day at the Rock River Riders Hillclimb in Polo, Illinois, winning the 600cc (shown) and 750cc classes.

Seely tops at Starwest MX

By Tony Alessi

MORENO VALLEY, CA, JUNE 6

Cole Seely stepped up to the plate and hit a home run in the 60cc (6-8) division by posting a perfect pair of moto wins during a Saturday night motocross held at Starwest Cycle Park.

Seely was putting in some quality time to prepare for the NMA Regional Qualifier for the Grand National Championships, which would be held the following day. Seely was a fast starter in both motos and simply stole the show with two hands-down victories. Seely topped Roberto Jiron, Jake Canada, Team Axo Sports-backed Lance Coury, and Chris Taft.

The Collier brothers cleaned up by scoring wins in both the 80cc and 250cc classes. Younger brother Sean took care of business in the 80cc ranks, which saw the 7-11, the 12-13 and the 14-16 age groups combined. Collier and his Team Green/Axo/Pro Circuit-backed Kawasaki simply ran away and hid from the competition by flying higher off the jumps, riding faster through the turns, and maintaining a better rhythm in the rough stuff.

Older brother Mike took care of the 250cc class, which saw the combination of the 250cc Beginner, Novice and Intermediate divisions. Collier and his riding partner Kenny Terracciano teamed up and took control of the 250cc Intermediate class by riding in tandem en route to a one-two finish.

Results

Small Track

50 STK STRTR (4-6): 1. Paul Sibole (Yam); 2. Ryan Mangold (Yam); 3. Louie Reyes (Suz); 4. Chad Blackburn (Yam).

50 STK STRTR (7-8): 1. Jonathan Hagan (KTM).

STK B: 1. Krystal Cramer (KTM).

MOD BEG (4-6): 1. Cory Herbert (Cob).

MOD BEG (7-8): 1. Tyler Hopson (KTM).

60 STRTR: 1. Dana Dreier (Kaw); 2. Michael Erdtsreck (Kaw); 3. Kurt Samuelson (Kaw); 4. Christopher Freier (Kaw); 5. Curtis McLellan (Kaw).

Main Track

50 STK: 1. Webb Massey (KTM); 2. Alan Jiron (Cob); 3. Krystal Cramer (KTM); 4. Xavier Stokes-Arrey (KTM).

50 MOD: 1. Parker Eckman (Cob); 2. Ray Obermeyer (Lem).

50 S/P/W: 1. Kyle Smith (KTM).

50 (4-6): 1. Alan Jiron (Cob).

50 (7-8): 1. Jake Canada (Cob); 2. Webb Massey (KTM); 3. Kyle Smith (KTM).

60 STRTR: 1. Adrian Fuller (Kaw); 2. Corey Coyne (Kaw).

60 (6-8): 1. Cole Seely (Kaw); 2. Roberto Jiron (Kaw); 3. Jake Canada (Kaw); 4. Lance Coury (Kaw); 5. Christopher Taft (Kaw).

60 (9-11): 1. Jason Hildebrand (Kaw); 2. Brad Morris (Kaw).

80 BEG (0-11): 1. Shawn Mohr (Hon); 2. Chad Herbert (Kaw); 3. Tyler Bailey (Suz); 4. James Vaughn (Hon).

80 (0-11): 1. Trent Lewis (Yam).

80 BEG (12-16): 1. Cody Hertel (Hon); 2. Jeff Vaughn (Yam); 3. Danny Bartz (Suz); 4. Mike Wetzel (Yam).

80 (12-13): 1. Sean Collier (Kaw); 2. Jason Medina (Suz).

80 (14-16): 1. Nicholas Hensley (Yam).

125 BEG: 1. Garret Judge (Hon).

125 NOV: 1. Tim Parsons (Hon).

125 PRO: 1. Danny Carlson (Yam).

250 BEG: 1. Jason Boucher (Kaw); 2. Cooper Juncic (Hon); 3. Garrett Matthews (Hon); 4. Steve Stearns (Yam); 5. Doug Dovey (Hon).

250 NOV: 1. Kevin Franco (Yam); 2. Marcus Lima (Kaw).

250 INT: 1. Michael Collier (Kaw); 2. Kenny Terracciano (Yam); 3. Rick Essex (Yam).

Hart hammers Las Vegas MX

By Dick Goodwin

LAS VEGAS, NV, JUNE 6

Henderson, Nevada, hotshoe Anthony Hart used a combination of great racing and a little luck to smoke the Junior Cycle (9-11) class at a Las Vegas Motocross Club motocross held at the Las Vegas Motor Speedway.

Hart pulled the holeshot in both of his motos and stayed on the gas all day long. In race two, mechanical gremlins slowed Wesley Harris, who was the only rider giving Hart any real competition. This certainly helped Hart's situation, but he was on fire throughout the program and would have been tough to beat regardless.

Hart and his nemesis, Harris, led the pack to start race one just ahead of 9-11 Beginner Justin Hunt. Hunt was quickly displaced by Sean Thompson and Patrick Provencher. Hart was off to the races and Harris was the only one able to keep him in sight. A race-long battle for third raged on between Thompson, Hunter and Provencher. Hart blasted across the finish line with a pretty solid win, with Harris not far behind. Thompson survived the war in the pack to finish third and first 6-8 Novice.

Once again, Hart got the jump on the pack to start the second moto. Harris, more determined than ever, was all over him as they traded paint and swapped positions. Harris was finally able to jump in front, but as they sailed across the tabletop in tandem, Harris' chain went south. The broken chain turned Harris into an instant spectator and left Hart alone with the huge lead that they had both built up. Hart kept the gas on, carving up the track on his way to a monster win and first overall in the Junior Cycle (9-11) Novice class. Brian Derschan edged out a restarted Harris for second overall. Hunt and Provencher finished one-two in the 60cc (9-11) Beginner division, while Tony Caputo won the Junior Cycle (6-8) division and Ronnie Goodwin won the Junior Cycle (6-8) Beginner class.

Results

P/W (4-6) A: 1. Cory Sibley (KTM); 2. Robert Campbell (KTM); 3. Tanner Krahenbuhl (KTM).

P/W (4-6) B: 1. Zachary Fussell (KTM); 2. Dylan Pool (Yam); 3. Tanner Krahenbuhl (KTM); 4. Joshua Byington (Lem); 5. Brett Harrison (KTM).

P/W (7-8) A: 1. Ronnie Goodwin (Cob); 2. Andrew Iovino (KTM); 3. Kyle Lewis (Act); 4. Bryce Tenbrink (KTM); 5. Nicholas Renzi (Lem).

P/W (7-8) B: 1. Daniel Chapman (Lem); 2. Jesse Krumme (KTM).

60 BEG (6-8): 1. Ronnie Goodwin (Kaw); 2. Ronny Stevens (Kaw); 3. Kyle Lewis (Kaw); 4. Andrew Iovino (KTM).

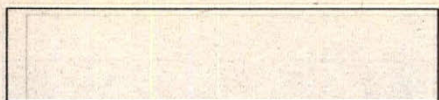
60 BEG (9-11): 1. Justin Hunt (Kaw); 2. Patrick Provencher (Kaw); 3. Cory Ayers (Kaw); 4. Matt Harrison (KTM); 5. Jesse Patrick (Kaw).

60 JR CYCLE (6-8): 1. Tony Caputo (Kaw); 2. Sean Thompson (Kaw).

60 JR CYCLE (9-11): 1. Anthony Hart (Kaw); 2. Brian Derschan (Kaw); 3. Wesley Harris (Kaw); 4. Jeremy Asquith (Kaw).

80 BEG (6-11): 1. Garrett Morgan (Suz); 2. Chris Meshkoff (Kaw); 3. Cody Grobstein (Kaw); 4. Derek Thomas (Kaw).

80 BEG (12-16): 1. Zack Grobstein (Hon); 2. Patrick Snyder (Suz); 3. John Whipple (Yam); 4. Jon Stafford (Kaw); 5. Daron Thomas (Hon).



80 NOV (6-11): 1. Taylor Gilmore (Suz); 2. Wesley Harris (Yam); 3. Kyle Chamberlain (Hon); 4. Chris Renzi (Hon); 5. Tony Caputo (Yam).
80 NOV (12-16): 1. Kevin Roberts (Yam); 2. Tony Westbay (Kaw); 3. Joshua Thurgood (Hon); 4. Jimi Harris (Hon); 5. Jason Lopez (Kaw).
80 OPEN: 1. Zack Grobstein (Hon); 2. Jason Lopez (Kaw); 3. Tony Westbay (Kaw).
S/MINI: 1. Joshua Thurgood (Hon); 2. Kenny Brumley (Kaw); 3. Jesse Brattain (Hon); 4. Dillon Byrd (Kaw).
125 BEG: 1. Boe Krahenbuhl (Yam); 2. Chris Walker (Kaw); 3. Judd Williams (Hon); 4. Erick Antin (Kaw); 5. Christopher Badar (Yam).
125 NOV: 1. Brian Jones (Suz); 2. Carl Massberg (Hon); 3. David Munoz (Hon); 4. Derek Puffer (Yam); 5. Joey Page (Suz).
125 INT: 1. Mark Hermann (Kaw); 2. Randy Stefan (Suz); 3. Derrick Polson (Yam).
125 PRO: 1. Monte Montague (Yam).
250 NOV: 1. Charley Rennie (Kaw); 2. Waylon Shaw (Kaw); 3. Dave Gifford (Kaw); 4. Marvin Gleason (Hon); 5. Aaron Byrd (Yam).
250 INT: 1. Glenn Weidman (Suz); 2. Jeremy Dula (Hon); 3. Cory Ayers (Hon); 4. Jordan Dula (Hon); 5. Jeremy Welch (Hon).
250 PRO: 1. Monte Montague (Yam); 2. Brock Krahenbuhl (Kaw).
MSTR 25+ BEG: 1. Butch Williams (Kaw); 2. Tom Boughton (Suz); 3. Tod Anderson (Kaw); 4. Kenny Couturier (Kaw); 5. Troy Anderson (Yam).
MSTR 25+ NOV: 1. Charley Rennie (Kaw); 2. Robert Wersche (Yam); 3. James Krumme (Yam); 4. Thomas Day (Hon); 5. David Thomas (Hon).
MSTR 25+ INT: 1. Todd Gould (Suz); 2. Matt Hermann (Kaw); 3. Jim Owens (Kaw); 4. Glenn Weidman (Suz); 5. Ron Haigwood (Hon).
MSTR 25+ EX: 1. Derek Titus (Hon); 2. Troy Fitch (Yam).

Wade hits his stride at Frankfort Motocross

By Rupert X. Pellett

FRANKFORT, OH, JUNE 7

Sixteen-year-old Jason Wade was on the serious gas at Frankfort's Old Town Park as the Suzuki-riding youngster flew his way to the overall wins in both the 125cc B and Schoolboy classes.

Perfect weather conditions and balmy temperatures lured more than 300 racers to this motocross course in south central Ohio, and the huge turnout of veteran racers showed that this facility is a favorite for old-timers. With a mixture of old-school motocross and a few supercross obstacles added in, this awesome circuit, which is set in a private park, has been a District 11 success story for nearly five years.

While Wade absolutely dominated the classes he ran with wins in all four of his motos, Greenfield's Joey Ford would use a tasty combination of 3-1 finishes to take the Over 25 B-class win over the Honda of Marty Berberich. The first-moto winner, Michael Palmer, suffered a DNF in the second moto and ended up 14th overall.

Oak Hill's Jerry Caldwell was spectacular on his 500cc Kawasaki, using hard, talented riding to take the overall in the Open class aboard his green machine. The Whitcraft brothers continued their battles in the Mini Senior division, with older brother David besting his younger brother Chris' 2-2 with his a 1-1. Once again, it was Michael Willard doing the dominating in both the 65cc and Mini Junior classes, taking all four moto wins. Lewisburg's Chris Knox was whipping up on the 250cc A class, using 1-1 finishes to best Xenia's David Puckett in second and Yamaha-riding Craig Billingsley in third. Puckett overran the 125cc A class, however, as he pushed his Suzuki to two hard-fought wins over Billingsley and David Vancuren.

Results

50 (4-6): 1. Ryan Ivers (Cob); 2. Jordan Strickland (Cob); 3. Kyle Burlile (Cob); 4. Shawn Lunsford (KTM); 5. Chad Bedard (Cob).
50 (7-8): 1. Axl Moler (Cob); 2. Matt Reinert (Act).
65: 1. Michael Willard (KTM); 2. Zach Ames (KTM); 3. Tanner Reed (Kaw); 4. Jon Dunlap (Kaw); 5. Kyle Smith (Kaw).
80 JR.: 1. Michael Willard (Suz); 2. Chris Robertson (Suz); 3. Kyle Preston (Yam); 4. Dillion Rhoades (Suz); 5. Zach Ames (KTM).
80 SR: 1. David Whitcraft (Suz); 2. Chris Whitcraft (Suz); 3. Jeremy Karshner (Hon); 4. Kaleb Couch (Yam); 5. Andrew Hyder (Kaw).
80 (14-15): 1. Jeremy Karshner (Hon); 2. Trevor Sitzman (Kaw); 3. Andrew Recker (Yam); 4. Jonathan Moist (Hon).
80 EXTRA: 1. Chris Robertson (Suz); 2. Dillion Rhoades (Suz); 3. Andrew Hyder (Kaw); 4. Kaleb Couch (Yam); 5. Brett Enderle (Hon).
125 A: 1. David Puckett II (Suz); 2. Craig Billingsley (Yam); 3. David Vancuren (Suz); 4. Joe Barney (Suz); 5. Dallas P. Avery (Hon).
125 B: 1. Jason Wade (Suz); 2. Chadd Woodrums (Suz); 3. Christian Moist (Suz); 4. Larry Cobb (Suz); 5. Charlie Paskins (Suz).
125 C: 1. Tony Taylor (Hon); 2. Daniel McClure (Hon); 3. Benjamin Hood (Yam); 4. Greg Carpenter (Suz); 5. Bryan Elliott (Yam).
250 A: 1. Chris Knox (Hon); 2. David Puckett (Suz); 3. Craig Billingsley (Yam); 4. Dallas Avery (Suz).
250 B: 1. Jeff Miller (Yam); 2. Mike Russell (Suz); 3. Michael Palmer (Kaw); 4. Tony Brown (Yam); 5. Ken Thomas (Hon).
250 C: 1. Miles Cook (Hon); 2. Bryan Elliott (Yam); 3. Darryl Miller (Kaw); 4. Charles Cobb (Hon); 5. Ronald Ruppert (Hon).
16-24: 1. Mike Ivers (Yam); 2. Joey Ballinger (Hon); 3. Miles Cook (Hon); 4. Charlie Paskins (Hon); 5. Timothy Stump (Suz).
25+ A: 1. Greg Maddox (Yam); 2. Richard Robinson (Hon); 3. Dallas Avery (Suz); 4. Joe Barney (Suz); 5. Chris Knox (Hon).
25+ B: 1. Joey Ford (Kaw); 2. Marty Berberich (Hon); 3. Bob Heareth (Kaw); 4. Kevin Perkins (Suz); 5. Terry Blakely (Hon).
30+: 1. Richard Robinson (Hon); 2. Joey Ford (Kaw); 3. Terry Bernard (Suz); 4. Gerry Bennett (Hon); 5. Terry Blakely.

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PROGRAM SCHEDULE

DATE	TIME	PROGRAM	NETWORK
Sun. 7/5	6pm local	World Superbike - South Africa	FOX SPORTS NET
Sun. 7/5	9pm est.	World Superbike - Brazil	SPEEDVISION
Sun. 7/5	10pm est.	Grand Prix 500 - Britain	SPEEDVISION
Tue. 7/7	7pm est.	Bike Week	SPEEDVISION
Tue. 7/7	8pm est.	World Supersport - Italy	SPEEDVISION
Tue. 7/7	9pm est.	Canadian Superbike - Chilliwack	SPEEDVISION

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40+: 1. Gerry Bennett (Hon); 2. Mark Matheis (Yam); 3. Larry Shumaker (Hon); 4. Joe Collins (KTM); 5. Tim Malott (Suz).
 OPEN B: 1. Jerry Caldwell (Kaw); 2. Mark Christian (Hon); 3. Bart Barok (Yam); 4. Mathew Schultz (Kaw); 5. Larry Shumaker (Hon).
 SCHBY: 1. Jason Wade (Suz); 2. Chris Whitcraft (Suz); 3. David Whitcraft (Suz); 4. Dustin Cottrill (Suz); 5. Mark Diehl (Suz).

Partridge above par at Starwest Motocross

By Tony Alessi

MORENO VALLEY, CA, JUNE 7

Team Suzuki mini star Kyle Partridge posted a set of convincing victories in the 80cc (7-11) division during the final NMA Ponca City qualifier, held at Starwest Cycle Park.

Partridge, who made the five-hour journey from Las Vegas, was definitely "on" as he captured four out of four moto wins in both the Stock and Modified (7-11) divisions. Partridge led three out of four motos with awesome holeshots, only giving up one start to Team Green/Fox-backed Mike Alessi, who also had a banner weekend by winning six out of six motos in the small-bore, 60cc Stock and Modified (9-11) and the Super Pee Wee divisions. Alessi, however, could not match the pace of Partridge in the 80cc (7-11) division and recorded a runner-up finish ahead of Chris Nihan, Tristan Kallas and Justin Workman.

The "King of Barona Oaks," Billy Laninovich, was another three-class winner today after he scored overall wins in the 80cc Stock and Modified (14-16) and Supermini classes. Laninovich, who at 5-foot-7 could be considered big for an 80cc machine, didn't seem bothered by any of the smaller or younger riders and spent most of the day battling with 80cc (12-13) class winner Shane Bess.

Chris Neitzel powered his PVK-backed Kawasaki to the overall win in the 125cc Intermediate class while riding in extreme pain.

"I am riding with a broken arm today," Neitzel explained.

Neitzel, who was injured during the AMA Loretta Lynn Area Qualifier in Oregon, looked tight and a bit strained but still managed to put together a 1-2 for the win in front of Team Green's R.J. Thompson (3-1) and Michael Sleeter (2-3).

Results

50 STK (4-6): 1. Blake Baggett (Cob); 2. Ronnie Goodwin (Cob); 3. Cody Farrar (KTM); 4. Michael Hall (Cob); 5. Brett Downey (Cob).
 50 STK (7-8): 1. Cole Seely (KTM); 2. Bruce Rutherford (KTM); 3. Mike Meade (Cob); 4. Donnie Kearney (KTM); 5. Richard Sterling (KTM).
 50 MOD (4-6): 1. Blake Baggett (Cob); 2. Ronnie Goodwin (Cob); 3. Cody Farrar (KTM); 4. Michael Hall (Cob); 5. Brett Downey (Cob).
 50 MOD (7-8): 1. Bruce Rutherford (KTM); 2. Donnie Kearney (KTM); 3. Mike Meade (Cob); 4. Casey Huntley (KTM); 5. Tylor Hemme (KTM).
 50 S/P/W: 1. Mike Alessi (KTM); 2. Cole Seely (KTM); 3. Bruce Rutherford (KTM); 4. Tylor Hemme (KTM); 5. Casey Huntley (KTM).
 60 STK (6-8): 1. Mark Proscelle (Kaw); 2. Chad Gores (Kaw); 3. Jonathan Arana (Kaw); 4. Jake Canada (Kaw); 5. Jared Partridge (Kaw).
 60 STK (9-11): 1. Mike Alessi (Kaw); 2. Robert Memoli (Kaw); 3. Cas Swift (Kaw); 4. Brandon Spencer (Kaw); 5. Matt Harrison (KTM).
 60 MOD (6-8): 1. Mark Proscelle (Kaw); 2. Trent Pugmire

(Kaw); 3. Chad Gores (Kaw); 4. Jonathan Arana (Kaw); 5. Lance Coury (Kaw).

60 MOD (9-11): 1. Mike Alessi (Kaw); 2. Robert Memoli (Kaw); 3. Cas Swift (Kaw); 4. Matt Harrison (Kaw).

80 STK (9-11): 1. Kyle Partridge (Suz); 2. Jarred Browne (Suz); 3. Mike Alessi (Kaw); 4. Chris Nihan (Suz); 5. Justin Workman (Kaw).

80 MOD (9-11): 1. Kyle Partridge (Suz); 2. Mike Alessi (Kaw); 3. Chris Nihan (Suz); 4. Tristan Kallas (Hon); 5. Justin Workman (Kaw).

80 STK (12-13): 1. Shane Bess (Suz); 2. Jesse Casillas (Yam); 3. Sean Collier (Kaw); 4. Jason Medina (Suz); 5. Danny Mohr (Yam).

80 MOD (12-13): 1. Shane Bess (Suz); 2. Jesse Casillas (Yam); 3. Sean Collier (Kaw); 4. Daton Beavers (Kaw); 5. Jason Medina (Suz).

80 STK (14-16): 1. Billy Laninovich (Yam); 2. Ross Garcia (Yam); 3. Richie Casiano (Yam).

80 MOD (14-16): 1. Billy Laninovich (Yam); 2. Ross Garcia (Yam); 3. Richie Casiano (Yam).

S/MINI: 1. Billy Laninovich (Yam); 2. Shane Bess (Suz); 3. Jesse Casillas (Yam); 4. Ross Garcia (Yam); 5. Kyle Partridge (Suz).

125 STK NOV: 1. Corey Macomber (Yam); 2. Vito Tarrantino (Suz); 3. Matt Carpenter (Suz); 4. Brent Denton (Yam); 5. Kurt Nelson (Yam).

125 MOD NOV: 1. Corey Macomber (Yam); 2. Brent Denton (Yam); 3. Matt Carpenter (Suz); 4. Richard Albach (Yam); 5. Vito Tarrantino (Yam).

125 STK INT: 1. Michael Sleeter (Yam); 2. Chris Neitzel (Kaw); 3. R.J. Thompson (Kaw); 4. Jake Elkins (Yam); 5. Joel Nelson (Yam).

125 MOD INT: 1. Chris Neitzel (Kaw); 2. R.J. Thompson (Kaw); 3. Michael Sleeter (Yam); 4. Kevin Townsend (Hon); 5. Joel Nelson (Yam).

125 STK PRO: 1. Joey Pratt (Hon); 2. Mark Tilley (Suz); 3. Danny Carlson (Yam).

125 MOD PRO: 1. Danny Carlson (Yam); 2. Joey Pratt (Hon); 3. Mark Tilley (Suz).

125 OPEN: 1. R.J. Thompson (Kaw).

250 STK NOV: 1. Jonathan Schultz (Yam); 2. Chris Reed (Kaw); 3. Rick Essex (Yam).

250 MOD NOV: 1. Jonathan Schultz (Yam); 2. Bob Arthur (Yam); 3. Chris Reed (Kaw); 4. Rick Essex (Yam).

250 STK INT: 1. Nathan Craig (Yam); 2. Kevin Townsend (Hon); 3. Bomber Hernandez (Yam); 4. Bryan Jaramillo (Kaw); 5. Brian Reichel (Yam).

250 MOD INT: 1. Kevin Townsend (Hon); 2. Bomber Hernandez (Yam); 3. Michael Collier (Kaw); 4. Nathan Craig (Yam); 5. Bryan Jaramillo (Kaw).

250 STK PRO: 1. Danny Carlson (Yam).

250 MOD PRO: 1. Danny Carlson (Yam).

30+: 1. Chris Swift (Yam).

Sorenson zaps Zion Hare Scrambles

By David S. Pace

MOUNT CARMEL, UT, JUNE 6

The Kawasaki-mounted duo of Ed Sorenson and Corky Maughn once again proved that they are the ones to beat in the Utah Sport Riders Association Desert Series, by finishing one-two at the inaugural Big Rock Motorsports/Desert Foxes MC Zion Zip Hare Scrambles. The event was held on a sunny summer morning in the foothills of the famous Zion National Park, located in southern Utah.

The course was laid out on a 7-mile loop and a European Gran Prix-style start was employed. Three riders left the starting gates every 15 seconds, with the Novices, Amateurs and Experts separated in their own individual races. The loop proved to be tight and technical, with three major mudholes. The race site was at an elevation of 6000 feet and had many bikes and riders gasping for air, but the lead riders in each class didn't hold back at all. The race leaders only averaged about 20 mph.

American Fork's Corky Maughn led from the start in a frenzy that proved to set the pace for the entire pack. Sorenson overtook



(Left) Shane Bess (34) and Billy Laninovich (32) battled in the 80cc class at the final NMA Ponca City Qualifier, held at Starwest Cycle Park in Moreno Valley, California.

Laninovich won the (14-16) Stock and Modified and Supermini classes, while Bess won the (12-13) Stock and Modified classes and finished second in the Supermini division.

(Above) Shane Esposito won the MRANN Nightingale Hare Scrambles, held in Nightingale, Nevada.

Maughn after a crash, but Maughn still managed to hold on to second ahead of Kevin Miller and Dirt Works Racing's Mark Lundgren.

Results

O/A: 1. Ed Sorenson; 2. Corky Maughn; 3. Kevin Miller; 4. Mark Lundgren; 5. Brad Christensen; 6. Shawn Chavez; 7. Brook Finnlinson; 8. Scott Underwood; 9. Pete Prodroh; 10. Rob Phillips.

Esposito excellent at Nightingale HS

By Paul Ziegler

Photo by Kristin Markqraf

NIGHTINGALE, NV, JUNE 7

The current points leader in the 125cc AMA National Championship Hare & Hound series, Shane Esposito, brought out his YZ250 and topped the field at the Motorcycle Racing Association of Northern Nevada's Nightingale Hare Scrambles. The second race of MRANN's five-race series, sponsored by Reno Motor Sports, had a great turnout of 170 riders, including Kawasaki Team Green/Reno Motor Sports/Pro Circuit's Dave Hamel and Team TRacer/Pro Circuit/Reno Motor Sports' Esposito.

At the start of the all-new, 27-mile, three-loop course, it was Esposito who had the hot line on the left side of the bomb run, grabbing the holeshot ahead of Hamel, who started on the far right. At the first check, it was still Esposito leading the way ahead of Hamel, Ryan Johnson, brothers Kevin and Darrol Brown, and Mark Dowers. Hamel grabbed the lead away from Esposito about eight miles into the course, only to have Esposito pass him back a few minutes later.

"I passed Espo for the lead, but he just didn't give up and passed me back when I was busting brush," explained Hamel.

Halfway through the race, it was still Esposito leading, with Hamel in tow. A few minutes behind the leaders, another battle was going on between Johnson, Kevin Brown (leading the Over 30 class), his older brother Darrol Brown (leading the Over 38 class), and Mike Baxter (leading the Four-Stroke Expert class).

At the end, Esposito crossed the finish line only 10 seconds ahead of Hamel and won the 250cc Expert class.

"It was a great course; I had so much fun," Esposito said. "I started to lose my rear brakes eight miles from the finish. I saw Hamel back there and I just rode ballistic, hoping I would make the turns and stay ahead."

Hamel finished second overall, first Open Expert, and was all smiles at the finish.

"That was the best course I have raced in 10 years," Hamel said. "Espo rode a great race. Man, that was a great time."

Third overall and second 250cc Expert went to Johnson, followed by Over 30 winner Kevin Brown and first Four-Stroke Expert Baxter. Dar-

rol Brown topped the Over 38 Expert class in sixth overall, followed by Nick Fain, who was second in the Open Expert class. Travis Sluder won 125cc Expert class in eighth overall, with Mark Dowers following him across the line in ninth for second in the Over 30 Expert division. Nick Tanner rounded out the top 10, earning second in the Over 38 Expert class.

In the mini ranks, RMS-backed Robert Addi pulled the holeshot at the start of the 7-mile mini course, with Mike Dowers, Robbie Altizer, Justin Soule and Cooper Munson in tow. Bobby Garrison had his work cut out for him with a eighth-place start. Addi was first in the pits, only to get passed by Garrison as his bike was developing engine problems. A few miles later, Addi's bike seized and he was out of the race. Zack Field was on the gas, leading the 60s in fifth overall. At the finish it was Garrison, Altizer and Dowers taking the top three positions. Field's bike also broke, allowing Kyle Congdon to win the 60cc class.

Results

50: 1. Tyler York (KTM); 2. Carey Lincoln (KTM); 3. Kyler Lungang (KTM); 4. Ryan Toomey (Lem); 5. Keith Adams (KTM).
 60: 1. Kyle Congdon (Kaw); 2. Ryan Toomey (Kaw); 3. Christopher Khan (Kaw); 4. Cameron Martin (Kaw).

80: 1. Bobby Garrison (Hon); 2. Robbie Altizer (Kaw); 3. Mike Dowers (Kaw); 4. Travis Polon (Kaw); 5. Justin Soule (Kaw).

125 NOV: 1. Sean Barryman (Hon); 2. Brandon Martin (Kaw); 3. Luke Balducci (Suz); 4. Matt Sunday (Kaw); 5. Justin Knapp (Hon).

125 AM: 1. Cody Killam (Kaw); 2. Randy Batt (Kaw); 3. Chris Ponsok (Suz).

125 EX: 1. Travis Sluder (Hus); 2. Donnie Williams (Yam).

250 NOV: 1. Andy Hummel (Kaw); 2. "Flip-Flop" Brunelli (Hon); 3. Rich Mendoza (Hon); 4. Sean Moran (Yam); 5. Mike Hatfield (Hon).

250 AM: 1. Justin Drake (Kaw); 2. Bart Yochheim (Hon); 3. Chris Maas (Hon).

250 EX: 1. Shane Esposito (Yam); 2. Ryan Johnson (Hon).

OPEN NOV: 1. Ken McLellan (Hon); 2. Dennis Cunningham (Kaw); 3. John Polan (Hon); 4. Brent Ferrera (Hon); 5. Shane O'Neil (Hon).

OPEN AM: 1. Shawn Wilson (Kaw); 2. Michael Westphal (Hon); 3. Jerry Polan (Kaw).

OPEN EX: 1. Dave Hamel (Kaw); 2. Nick Fain (Kaw); 3. Josh Wilson (Kaw).

4-STK NOV: 1. Dave Osborne (Yam); 2. David Keller (Yam); 3. Ted Webb (Hon); 4. Mike Leigh (Hus); 5. Steve Carey (Hon).

4-STK AM: 1. Aaron Evans (Yam); 2. Sean Hollingsworth (Hon); 3. Emil Taylor (Yam); 4. Mike Seeliger (Yam); 5. Donnie Bird (Hus).

4-STK EX: 1. Mike Baxter (Yam).

30+: NOV: 1. Mark Burnette (Kaw); 2. Ki Vetter (Hon); 3. David Murphy (Yam); 4. Tracy Lund (Hon); 5. Mike Kinkel (Hon).

30+: AM: 1. Harry Loll (Hon); 2. Jeff Aten (Kaw); 3. Harry Trainor (KTM); 4. Edward Lupori (Hon).

30+: EX: 1. Kevin Brown (Hon); 2. Mark Dowers (Hus); 3. Mitch Callagher (Hon); 4. Tim Fitzpatrick (Hon).

38+: NOV: 1. Jim Rigsby (Yam); 2. Ron Allen (Hon); 3. Mike Hamel (Yam); 4. Don Cree (Hon); 5. Tom Garrison (Hon).

38+: AM: 1. Bill Tremaine (KTM); 2. Don Veigel (Hon); 3. Glenn Myers (KTM); 4. Jim Barryman (Hon); 5. Scott Cunningham (KTM).

38+: EX: 1. Darrol Brown (Hon); 2. Nick Tanner (Kaw); 3. Gil Grieve (Hon); 4. Larry Wright (Hon); 5. Robin Righmire (KTM).

50+: NOV: 1. James Ports (Kaw); 2. Steve Campbell (Hon); 3. Jeff Rowley (Hon); 4. Tharron Webb (KTM); 5. Dixon Morgan (Hon).

50+: AM: 1. Glenn Davis (C-A); 2. David Cairnes (Hus); 3. Grieve (Hon); 4. George Walker (KTM); 2. Ron Keeping (Hon).

50+: EX: 1. George Walker (KTM); 2. Ron Keeping (Hon).

WMN: 1. Susan Brown (Kaw); 2. Kathy Ricci (Hon); 3. Shari Netzel (Hon).

Spring Sandmaster Motocross Series finale

By Don Browning

MEDARYVILLE, IN, JUNE 14

Another great turnout of riders showed up at Leisure Time GP to contest the final round of the FMF Spring Sandmaster Motocross Series. In addition to the series awards, more than \$2000 in prizes from numerous industry and aftermarket sponsors were given away during intermission.

ProSource-sponsored Rusty Ott pulled the holeshot aboard his Yamaha four-stroker in the combined Heavyweight A and B and 125cc A classes. Ott was challenged by Jason Bushman aboard his EBC-sponsored Honda for most of the race, until Bushman cased his bike over one of the many whoops. The error gave Ott the breathing room he needed to card the first-moto victory in the Heavyweight A class, with Bushman taking second. Steve Grivicic followed in third aboard his Yamaha to claim the win in the Heavyweight B class, followed by Honda-mounted Michael Zylstra.

In moto two, Bushman held the inside line to earn the holeshot ahead of Grivicic, Honda rider Joe Gribben, and Zylstra. Ott was back in the pack, but by the time the group entered the downhill, Ott had moved into the lead, with Bushman following in second. Grivicic crashed hard over the quad jump and retired from the race, giving the lead to Gribben in the Heavyweight B class. Zylstra pressured Gribben for the rest of the moto but could not find the horsepower to get by. Ott soared over the finish line to take the overall with a perfect 1-1 score. Zylstra carded the Heavyweight B win with consistent 2-2 placings, while Gribben took second overall with his second-moto victory.

The Over 40 riders lined up with the Heavyweight C class at the insistence of Perry Stabler and Larry Gibson, who didn't feel like getting landed on by A or B riders. When the gate dropped, the six Over 40 riders jumped out in front of the eight Heavyweight C riders. Stabler pulled the holeshot, with Gibson and Chris Bolint, the FMF series points leader, in pursuit. Throughout the race, the order remained the same to the finish. Further back, Stosh Klevickas established himself as the leader of the Heavyweight C class and hung on to the win over Rod Nesius and Tim Lancaster.

Nesius took the holeshot in the second moto and led until Stabler moved by to take the point. Stabler was trailed across the finish line by Bolint, whose 3-2 finishes gave him second overall in the Over 40 class. Gibson's 2-3 gave him third overall in the Over 40 class. Klevickas ended up taking the overall victory in the Heavyweight C class and locked up the championship with the performance.

Results

AUTO 1: 1. S. Douglas (Yam); 2. L. Douglas (Yam).
 AUTO 2: 1. Jesse Burnham (KTM).
 60: 1. B. Goodman (Kaw); 2. J. Sombke (Kaw); 3. B. McMahon (Kaw).
 80 JR: 1. C. Bolint (Hon); 2. B. Goodman (Kaw); 3. M. Christensen (Yam); 4. Joshua Burnham (Yam).
 80 SR: 1. S. Valutis (Hon); 2. C. Christensen (Yam); 3. N. Wilson (Suz).
 125 A: 1. B. Graves (Yam).
 125 B: 1. K. Honn (Hon); 2. Steve Grivicic (Yam); 3. Michael Zylstra (Hon); 4. J. Cavinder (Yam).
 125 C: 1. S. Hornbeck (Suz); 2. T. Mercedes (Hon); 3. G. Ribar (Hon); 4. C. Saldano (Suz); 5. E. Knight (Hon).
 H/W A: 1. Rusty Ott (Yam); 2. Jason Bushman (Hon).
 H/W B: 1. M. Zylstra (Hon); 2. Joe Gribben (Hon); 3. G. Reinert (Suz); 4. S. Grivicic (Yam).
 H/W C: 1. Stosh Klevickas (Hon); 2. M. Strudas (Hon); 3. Tim Lancaster (Yam); 4. Rod Nesius (KTM).
 WMN: 1. D. Nesius (Kaw); 2. H. Zylstra (Hon).
 16-24: 1. R. Ray (Yam); 2. Steve Grivicic (Yam).
 25+ B: 1. D. McHenry (Kaw); 2. R. Gordon (Suz); 3. C. Brown (Yam).
 30+ A: 1. Rusty Ott (Yam); 2. D. Pacion (KTM); 3. R. Jordan (Hon).
 30+ B: 1. Larry Gibson (KTM); 2. R. Gordon (Suz); 3. G. Newman (Suz).
 40+: 1. Perry Stabler (Kaw); 2. Chris Bolint (Yam); 3. Larry Gibson (KTM); 4. D. Whitaker (Yam).

Sanchirico slams Starwest MX

By Catherine Sanchirico

MORENO VALLEY, CA, JUNE 14

Chris Sanchirico demonstrated why he enjoys racing at Starwest Cycle Park by taking the hard-fought win in the Over The Hill Gang Expert class with a 1-1. The Over The Hill Gang used the event as a warmup to the upcoming Yamaha/Yamalube-sponsored OTHG National in Mammoth, California, the following weekend.

The track crew was a little overzealous, watering the track just prior to the first moto, and Pro-Valve-backed Sanchirico used a delicate throttle and a little luck to grab the holeshot, with Tim McEntee, Gas Gas-mounted Steve Piattoni, Brian Allen and Stephen Watson in tow.

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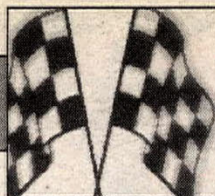
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EVENTS



(Above) Norberto DeBernardi finished third in the 250cc Intermediate class but came back to win the 125cc Intermediate class at a Saturday night MX held at LACR in Palmdale, California (Left) Matchless-mounted Beno Rodi was the only rider entered in the Premier Heavyweight Novice class at the Road America AHRMA vintage trial in Elkhart Lake, Wisconsin; he won.

McEntee wasted little time twisting the throttle on his Southland Cycles-sponsored RM, propelling his bike into the lead. McEntee then managed to put a little distance between himself and the field. A battle for third ensued between Piattoni and YZF400F-mounted Allen. The battle was short-lived as Allen spun out not once but twice in the moto on the extremely slippery track. Allen did manage to salvage fourth in the moto. Meanwhile, up front, McEntee looked over his shoulder and saw the hard-charging KX of Sanchirico closing in. The two battled fiercely for the remainder of the moto, swapping paint and plastic. The riders, who are friends, were loving every block-passing minute of it. With two laps to go, Sanchirico took the lead from McEntee with an aggressive block-pass in a hair-pin turn. As the two riders approached the white flag, McEntee turned up the wick and the pass for the lead over the step-down tabletop. Sanchirico tried to retaliate over the double, but McEntee took his line away and Sanchirico settled for second. Piattoni finished third.

Sanchirico grabbed the holeshot again in the second moto as Todd Broussard, Piattoni, McEntee and Stephen Watson gave chase.

"I new McEntee would be coming," Sanchirico said. "We both wanted badly to beat each other, so I went as hard as I could to establish a big lead."

McEntee made quick work of both Piattoni and Broussard as he held the throttle open to claim second in hot pursuit of the leader. Shock Therapy owner Piattoni began to pressure Broussard for third and then made the pass. Broussard would finish the moto with a respectable fourth. Halfway through the moto, McEntee began to fade.

"I could see him charging hard, and then he wasn't there," Sanchirico explained. "I had the speed and was riding well, but with all the rain this year, I'm not used to the heat and I hit the wall, too."

McEntee was forced to pull off the track, too exhausted to carry on. Sanchirico took the checkers first and earned the overall victory. Piattoni claimed second and got second overall, while McEntee managed to hang on to the final podium position.

Results

38+ BEG: 1. Greg Burrow; 2. Frank Darby; 3. Catherine Sanchirico; 4. Maryann Hobbs; 5. Vicki Henn.
38+ NOV: 1. Mike Foos; 2. Lee Evans; 3. Jim Panty; 4. James Holman; 5. Ryan Gross.
38+ INT: 1. Jon Lundberg; 2. Carl Foley; 3. Phil Beckman; 4. Chris Cumbo; 5. Greg Whitfield.
38+ EX: 1. Greg Green; 2. Rick Purcell; 3. Rich Winkler; 4. Jeff Mason; 5. Rob Townley.

BEG: 1. Ritchie Thorup; 2. Ray Valenzuela; 3. George Colletti; 4. Jeff McEntee; 5. Chuck Elsa.
NOV: 1. Walt Bennet; 2. Todd Barsby; 3. Sam Rodriguez; 4. Mark Jones; 5. Douglas Lovett.
INT: 1. Jeff Scott; 2. Micke Marrin; 3. Dan Leahy; 4. Duane Quale; 5. Dan Townsend.
EX: 1. Chris Sanchirico; 2. Steve Piattoni; 3. Tim McEntee; 4. Todd Broussard; 5. Stephen Watson.
PRO: 1. Dan Berg; 2. Mark Sirota; 3. Jim Henn; 4. Tony Rodriguez.
SUP A: 1. Mark Jones; 2. Kirk Schrader; 3. Mike Machuga; 4. Shaun Foley; 5. Jeremy Mason.
SUP B: 1. Jim Henn; 2. Chris Sanchirico; 3. Mark Sirota; 4. Greg Green; 5. Rob Townley.

Reindl reigns at Road America vintage trial

By Matt Hilgenberg

ELKHART LAKE, WI, JUNE 7

Pennsylvania's Joe Reindl rode his Suzuki RL250 to the Modern Classic B-class win at round eight of the American Historic Racing Motorcycle Association/Speed & Sport National Trials Series, held at the beautiful Road America road racing circuit. Reindl carded just 10 points while negotiating the nine-section loop three times; that effort gave him the best score of anyone riding the "2" line, regardless of machine or rider classification. The sections were laid out "by committee," with input from a number of AHRMA members; the day produced scores higher than usual for an AHRMA event, proving that the traps were quite challenging.

Making the long trip from Arizona was David Boydston, who posted a 13-point tally to finish second in Modern Classic B behind Reindl, while fellow Yamaha rider Ken Eftink was third.

Premier Lightweight A riders had a wild day. Triumph Cub-mounted Brid Caveney took the win with 22 points, despite spending some time upside down in section six. Mike Atkins, riding his BSA C15 for the first time in over a year, also managed a head-plant, but ended up second with 24 points. Third went to AHRMA executive director Jeff Smith, whose day was equally eventful, as he got hung up in a tree the first time through section six before cleaning it the next two loops.

The day's largest class, with 11 entries, was Modern Classic C, where the victory went to the Ossa of David Gustafson, followed by Ryan Davie and then Bob Augustine on a Bultaco.

Results

CLSC INT: 1. Dennis Jones (Pen).
MOD CLSC BEG: 1. Ed Van Sickle (BSA).
MOD CLSC EX: 1. John Callison (Yam); 2. Keith Dunlop (Kaw); 3. Mike Hyslop (Yam).
MOD CLSC INT: 1. Joe Reindl (Suz); 2. David Boydston

(Yam); 3. Ken Eftink (Yam); 4. Duwayne Connolly (Bul); 5. James Smith (Hon).
MOD CLSC NOV: 1. David Gustafson (Oss); 2. Ryan Davie (Hon); 3. Bob Augustine (Bul); 4. Ronald Easton (Yam); 5. Richard Smith-Moore (Yam).
PREM H/W EX: 1. Matt Hilgenberg (Ari).
PREM H/W INT: 1. Ron Winget (BSA).
PREM H/W NOV: 1. Beno Rodi (Mat).
PREM L/W EX: 1. Brid Caveney (Tri); 2. Mike Atkins (BSA); 3. Jeff Smith (BSA); 4. Kurt Baue (Tri).
PREM L/W INT: 1. Randolph Stoike (BSA); 2. Dennis Brown (Gre); 3. Claude McElvain (BSA).
PREM L/W NOV: 1. Doug Shepherd (Gre); 2. Jim Cameron (BSA).

CRC Night Motocross accolades to Armstrong

By Greg Robertson

PALMDALE, CA, JUNE 6

Zeb Armstrong went 1-2 under the Los Angeles County Raceway lights to earn the 250cc Intermediate-class win during California Racing Club's Burger King-sponsored round of Saturday Night Motocross.

Armstrong made taking the first-moto win look almost easy as he took the holeshot aboard his O'Neal/Holley Racing-backed YZ250 and never looked back. Chris Tocco got around Robbie Dunham and was able to close to within a few seconds of Armstrong before his YZ400F started making funny noises on the final lap. Norberto DeBernardi put a last-lap pass on Dunham for third, with Kris Blomdahl coming back from a first-lap fall for fifth.

Dunham quickly opened up a three-second lead on Armstrong and DeBernardi when the gate dropped in round two. By lap two, Dunham had his hands full with Armstrong and DeBernardi. DeBernardi managed to push Armstrong back to third, only to have Armstrong return the favor a few turns later. This went on for a couple of laps, just off the back fender of Dunham. Dunham took the white flag with DeBernardi in his shadow. When Dunham bobbled in the whoops, DeBernardi shot into the lead. DeBernardi's lead was short-lived, however, as he messed up in a corner, and Dunham was right there to take advantage of it. Armstrong also slipped past DeBernardi when he bobbled, and with half a lap remaining he pressured Dunham all the way to the checkers. Dunham's 4-1 topped the 3-3 of DeBernardi for the second-place trophy.

DeBernardi returned to pick up the 125cc

Intermediate first-moto win after trailing George La Monte up until the last lap. Eric Anderson held off Bobby Hall for third.

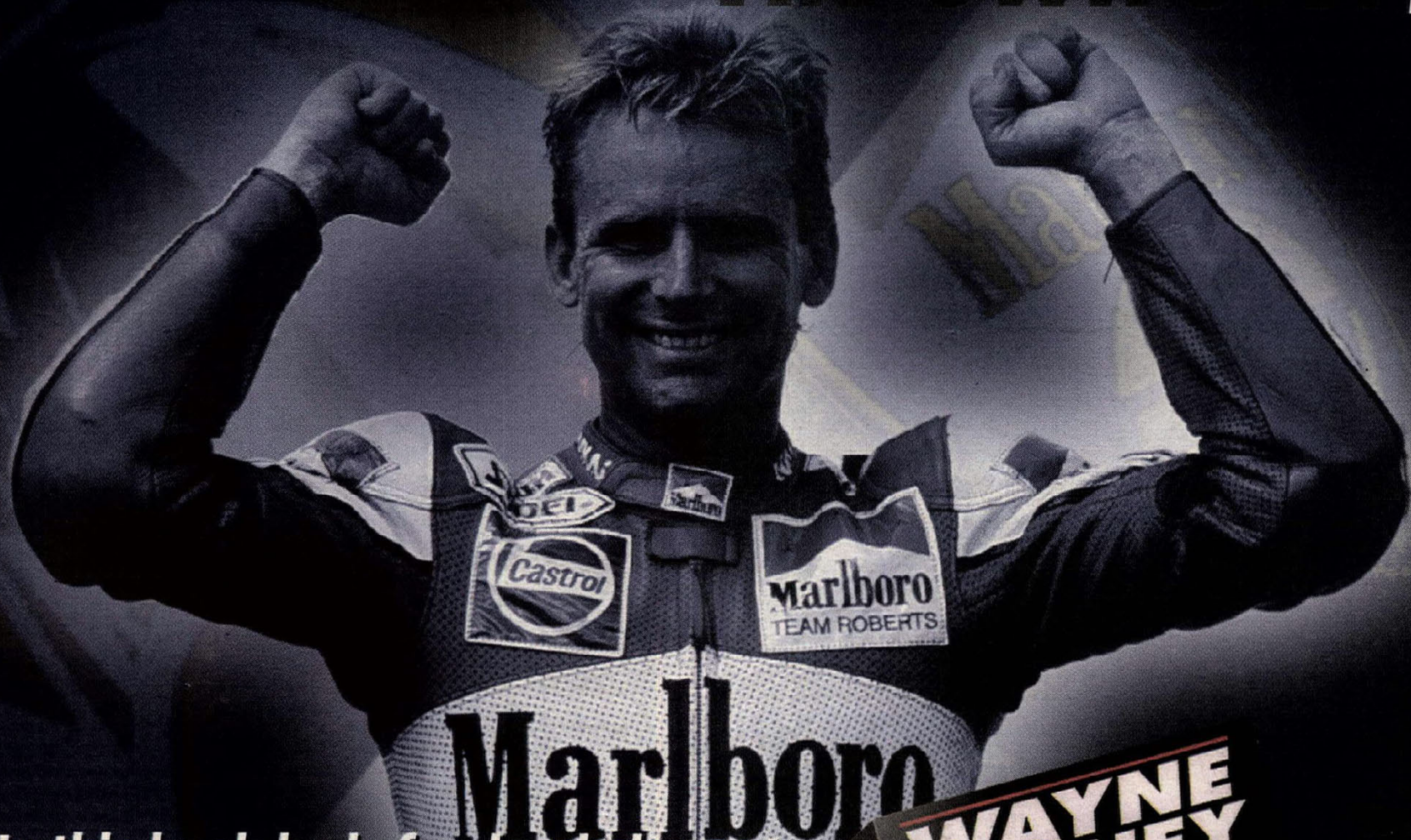
The second moto was a wire-to-wire romp for DeBernardi en route to the class victory. Anderson and La Monte mixed it up pretty good over the runner-up position, with Anderson prevailing this time out to earn second overall.

Results

P/W BEG: 1. Gregory Dahn (Lem); 2. Cale Summerford (KTM); 3. Brad Pace (KTM); 4. Keith Robinson (KTM); 5. Wade Morgan (KTM).
P/W STK: 1. Cody Dahn (Yam); 2. David Pedder (Yam).
S/STK (4-6): 1. Shawn Rhinehart (Lem).
S/STK (7-9): 1. Preston Lundin (KTM).
60 BEG: 1. Shana Rhinehart (Kaw); 2. Shawn Butler (Kaw); 3. Broc Stewart (Kaw); 4. Cameron Cadsby (Kaw).
60 (0-8): 1. Preston Lundin (Kaw).
60 (9-11): 1. Tye Hames (Kaw); 2. Douglas Carter (Kaw); 3. Timmy Ritzler (Kaw); 4. Brandon Zeek (Kaw).
80 BEG: 1. C.J. Mahon (Yam); 2. Brett Crivier (Kaw); 3. Ryan Happy (Kaw); 4. Ryan Salinas (Hon); 5. Timothy McDaniel (Yam).
80 (7-11): 1. Ryan Roybal (Hon); 2. Dave Carter (Kaw); 3. Randall Hall (Kaw); 4. Chris Cordos (Suz).
80 (12-13): 1. Anthony Barbacovi (Yam); 2. Chris Norr (Suz); 3. Garrett Warren (Kaw); 4. Mike Epstein (Hon).
WMN: 1. Catherine Sanchirico (Kaw).
125 BEG: 1. Billy Dillenberger (Hon); 2. Ben Stuelke (Suz); 3. Corey Murphy (Hon); 4. Chris Epper (Yam); 5. Brian Taggart (Hon).
125 NOV: 1. Chris Elliott (Yam); 2. Rob Hopkins (Kaw); 3. Chris Clark (Kaw); 4. William Klein (Kaw); 5. Donnie Durrer (Yam).
125 INT: 1. Norberto DeBernardi (Yam); 2. Eric Anderson (Yam); 3. George La Monte (Hon); 4. Bobby Hall (Yam).
250 BEG: 1. Pasha Afshar (Yam); 2. Dennis Wagoner (Yam); 3. Stephen Craig (Suz); 4. Jason Cave (Suz); 5. Dylan Baca (Kaw).
250 NOV: 1. Jon Merrifield (Suz); 2. Brad Pietro (Suz).
250 INT: 1. Zeb Armstrong (Yam); 2. Robbie Dunham (Yam); 3. Norberto DeBernardi (Yam); 4. Kris Blomdahl (Suz); 5. Matt Bryan (Yam).
500 BEG: 1. Mike O'Donnell (Kaw).
500 NOV: 1. Steve Clark (Yam); 2. Norm Schiel (Hon).
JR VET BEG: 1. Shy Moshe (Yam); 2. Gerold Morgan (Suz); 3. Angel Rodriguez (Hon); 4. Cary MacMiller (Suz).
JR VET NOV: 1. Bob Gorman (Yam); 2. Danny Battaglia (Yam); 3. Dino Catuogno (Hon); 4. Chris Sanchirico (Kaw); 5. Gabi Abayou (Hon).
VET BEG: 1. John MacMiller (Suz); 2. Kirk Janko (Yam); 3. Kelly Webb (Yam); 4. Andy Flum (Yam); 5. Jerry Grabon (KTM).
VET NOV: 1. Christopher Heckman (Yam); 2. Randy Tweedy (Hon); 3. Jon Merrifield (Suz); 4. Joe Casagrande (Yam); 5. Chris Sanchirico (Kaw).
VET INT: 1. Joe Hopkins (Kaw); 2. Mike Licitra (Kaw); 3. Randy Wilkins (Suz); 4. Leo Saul (Yam); 5. Jack Pearson (Hon).
VET EX-PRO: 1. Jon Zahrt (Kaw); 2. Frank Costanzo (Hon); 3. Merle Hammer (Kaw).
SR BEG-NOV: 1. Mark Neal (KTM); 2. Scott McDonnell (Hon); 3. Bob Dunham (Yam); 4. Larry Hipp (Hon); 5. Jose Rodriguez (Kaw).
SR INT-EX: 1. Edwardo Trippo (Hon); 2. John Ferro (Hon); 3. Steve Clark (Yam); 4. Norm Schiel (Hon).

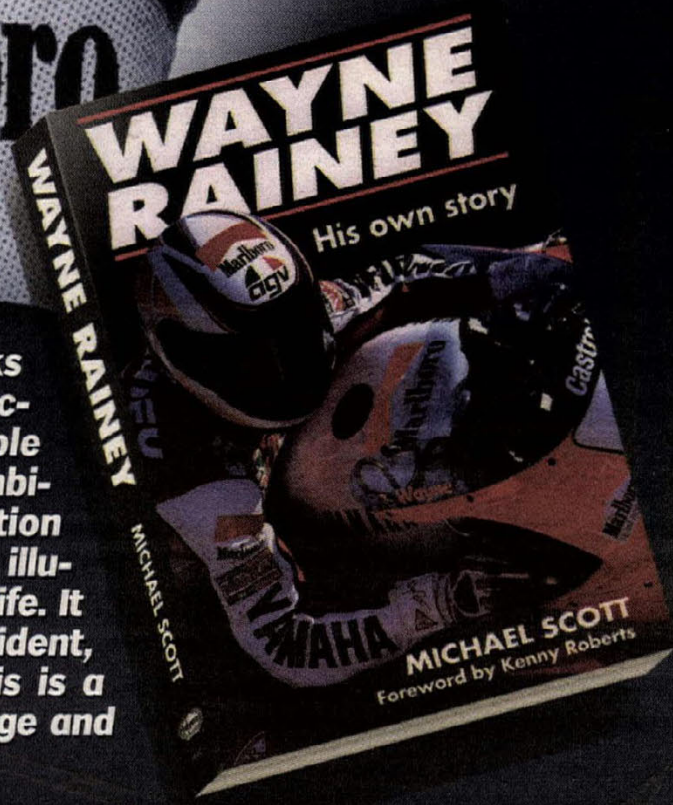
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Voss on top at Jordan SX

By George and Karen Hodkinson

JORDAN, MN, JUNE 5

Heath Voss of Prior Lake, Minnesota, was the winner of the Pro class at the inaugural race of the 1998 Budweiser Supercross Series, held at the Scott County Fairgrounds. Voss won the lion's share of the \$1000 Pro purse, which became \$1100 due to a last-minute addition by CT Communications of Minneapolis.

After hosting three races at the facility in 1997, promoter Lee Theis put together a five-race series for 1998 which has attracted a host of sponsors, including Budweiser and many more. For the successful racers, there is contingency money up for grabs from Yamaha, Kawasaki and Suzuki, and a slew of aftermarket companies. Approximately 150 racers and nearly 1000 spectators came out to the fairgrounds to enjoy a great night of racing.

A usual favorite of the crowd, the jump contest, was won by Mike Kann of Oronoco. The 17-year-old racer did a double-legged can-can over the finish-line triple and immediately went into a nose wheelie. As Kann jumped off the bike, it landed perfectly upside down on the top of the handlebars and seat. As the handlebars and seat touched the ground with the wheels in the air, the crowd erupted and Kann was crowned king of the jump contest.

Racers had to qualify to make it into main events. In the Pro class, longtime Pro racer Cory Keeney, out of Oakdale, took the win and won the battle in the qualifying heat as Voss had a mishap toward the end of the race, injuring an ankle while chasing Keeney. Voss had to sit out the jump contest (which he won last year) to stay healthy for the main event.

At the start of the Pro main event, it was Voss all the way as he never looked back, taking the win on his Great Lakes Airlines/Factory Connection/Larsons' Cycle-backed CR250. Jamey Grosser went through the first turn and over the first double jump in second place on his Hitching Post/Acerbis-backed YZ125, but he went off the course and lost the position to the lone 500cc rider, Scott Steinle. Keeney had a mediocre start and worked his way through the field, but by the end of the first lap Voss had already put five seconds on the field. Kann ran third, followed by Mike Luoma, Cory Huppert and Steinle, who slipped to sixth. The next couple of laps saw Keeney close the gap, only to have Voss reopen the gap on laps four through eight. Voss took the win with a 15-second lead over Keeney in second, with Kann, Luoma, Steinle, Huppert, Matt Omann and Tim Pospisil closing out the top eight.

Results

MICRO MINI 50: 1. John Heinlein III; 2. Kyle Ohland; 3. Cort Gregory; 4. Spencer Bentson; 5. Elliot Kastner.
P/W: 1. John Heinlein III; 2. Ryan Dungey; 3. Colin Gordon; 4. Jesse Goskey.
MINI JR: 1. Brett Ohland; 2. Mark Molitor; 3. Adam Deal; 4. Tony Traxler; 5. Tyler Neese.
VET: 1. Scott Steinle; 2. Mark Deal; 3. Jeff Cemensky; 4. Ron Wozink; 5. Tim Kurtz.
125: 1. Jake Gattas; 2. Mark Molitor; 3. Derek Osterberg; 4. Brett Ohland; 5. Andy Wherley.
250: 1. Bill Tilford; 2. Jeff Womeldorf; 3. Matt Losen; 4. Paul Burt; 5. Jason Tieben.
PRO: 1. Heath Voss; 2. Cory Keeney; 3. Mike Kann; 4. Mike Luoma; 5. Scott Steinle.

(Above left) Brandon Nicholson (left) and Cory McDaniel (partially hidden) pose with their new KTM 50 and YZ125 after winning them at the final round of the AMP/GFI Spring MX Series, held at the Hollister GP track in California.

(Above right) Sean Hamblin turned in a 1-1 to win the 125cc Intermediate class at the opening round of the GFI Night MX Series, held at Perris Raceway in California.

Verhaugstraete on at AMP/GFI Spring Series MX

By Jim Enos

HOLLISTER, CA, JUNE 7

FMF/Hayward Suzuki/AFAM-backed Mark Verhaugstraete turned a 3-1 moto score into an overall win in the 125cc Novice class at the final round of the 1998 AMP/GFI Spring Series, presented by Parts Unlimited and Yamaha of Modesto. In addition, Cory McDaniel and Brandon Nicholson were each lucky winners of a brand-new motorcycle after winning them in the series-ending drawing. On a day which saw light sprinkles continuously fall, more than 270 riders took to the Hollister GP track and were greeted with tacky, traction-filled terrain.

Verhaugstraete made it to the first turn well ahead of the pack to take the holeshot, followed by Dylan Vicha, Eric Heagan, Ryan LaFranco and Josh Rytter. Verhaugstraete immediately served notice that he intended to win the moto by opening up a 12-second lead by the end of lap one. However, Rytter and his Honda had different plans as he quickly moved up into second after making quick work of those in front of him. Also on the move was Yamaha-mounted Brad Betschar, who found himself up in third place after a bad start. On the third lap, Rytter and Betschar fell off the pace and Verhaugstraete fell down in a tight turn. Verhaugstraete remounted in first place but definitely lost his momentum as Heagan and hard-charging Adam Baca were soon right on his tail. On the fourth lap, Heagan moved into the lead with a smooth pass over the double tabletop section. Baca also took advantage of the slowing Verhaugstraete and moved into second. When the checkered flag came out, FMF/OCS/Acerbis-backed Heagan had managed to hold off Baca for the win. Verhaugstraete secured third, followed by Adam Miller and Rytter.

At each series race, riders were given a drawing ticket per entry for a chance to win a new bike. The 50cc- and 60cc-class kids had a chance at a new KTM 50 Junior, courtesy of DH Cycles of Modesto, and the rest of the classes had a shot at a new Yamaha YZ125, courtesy of Yamaha of Modesto. During the intermission, the drawing was held and it was 7-year-old Brandon Nicholson of Turlock who won the KTM and 12-year-old Cory McDaniel who won the Yamaha.

Meanwhile, back on the track, the sprinkles continued as the second moto got under way. Nailing the holeshot was Honda-mounted Dustin Rabe, followed by Vicha, Verhaugstraete, David Klingenberg and Rytter. Verhaugstraete quickly displaced Vicha and Rabe in the big left-hand sweeper for the lead. Yamaha of Modesto-backed Klingenberg and Rytter got into a battle, with Klingenberg outbraking Rytter on the downhill left-hander to take over third place.



Meanwhile, Vicha, in second, was busy trying to reel in the leader. Verhaugstraete managed to open up a substantial lead and rode a flawless moto. With Rabe falling off the pace, Baca and Heagan had moved their way up to fourth and fifth, respectively. On the fourth lap, Klingenberg made a move on Vicha for second place. The two made their way up the hill side by side, but it was Vicha holding the position by outbraking Klingenberg at the top. When the checkered flag came out, Verhaugstraete cruised to the win and the overall, with Vicha taking second, followed by Klingenberg, Baca and Heagan.

"I got a cramp in the first moto and, after falling, I couldn't keep pace" Verhaugstraete said of his first moto. "We were pretty bunched up in the start of the second moto, but after I got out front, I felt much better."

Results

50 (4-6) F/T: 1. Nicholas Bacchini (Yam); 2. Loren Rivers (Suz); 3. Marisa Bradshaw (Yam); 4. C.J. Barham (Yam); 5. Jeremy Stommel (Lem).
50 (4-6) STK BEG: 1. Shawn Murphy (KTM); 2. Ryan Bowen (Cob); 3. Timmy Boehmer (Yam); 4. Ty Keenom (Act); 5. Brennan Johnson (Yam).
50 (4-6) MOD BEG: 1. Matt Hazel (Yam).
50 (7-8) F/T: 1. Curtis Labriola (Act); 2. Anthony Lopez (Lem).
50 (7-8) STK BEG: 1. Jacob Bremen (KTM); 2. Nick Baker (Yam); 3. Jake Baraldi (KTM); 4. Michael Flores (KTM); 5. Ruben Hernandez (Act).
50 (7-8) MOD BEG: 1. Garrett Adams (KTM).
50 (7-8) STK: 1. Michael Curci (Lem); 2. Cody Jackson (KTM).
60 F/T: 1. Steven Tarpley (Kaw); 2. Devin Di Blasilio (Kaw).
60 BEG: 1. Justin Enos (KTM); 2. Chris Santino (Kaw); 3. Andrew Waltermire (Kaw); 4. Chase Eklund (Kaw); 5. Marcus Bradshaw (Kaw).
60 NOV: 1. Kyle Bergantz (Kaw); 2. Zach Ham (Kaw); 3. Rocco Curci (Kaw); 4. Greg Fouts (Kaw).
80 F/T: 1. Nick Perry (Yam); 2. Chase Eklund (Suz); 3. Steven Tarpley (Yam); 4. Justin Santino (Kaw).
80 BEG: 1. Raymond Navarro (Kaw); 2. Sean Hampton (Suz); 3. Travis Enzweiler (Suz); 4. Michael Carnes (Yam); 5. Guy Rose (Hon).
80 NOV: 1. Cory McDaniel (Yam); 2. Kyle Rytter (Hon); 3. Brett Markarian (Yam); 4. Aaron Casados (Yam); 5. Josh Cox (Yam).
80 INT: 1. Ryan Morais (Yam); 2. Nick Jarret (Hon); 3. Nick Davis (Yam); 4. Charlie Morrison (Yam); 5. Steve Mertens (Yam).
80 5/MINI: 1. Ryan Morais (Yam); 2. Steve Mertens (Yam); 3. Cory McDaniel (Yam); 4. Charlie Morrison (Yam); 5. Nick Davis (Yam).
125 BEG: 1. Dennis James (Yam); 2. Jesse Wilbur (Suz); 3. Tyler Larick (Yam); 4. Sheena Patterson (Suz); 5. Aaron Cox (Kaw).
125 NOV: 1. Mark Verhaugstraete (Suz); 2. Adam Baca (Yam); 3. Eric Heagan (Suz); 4. Dylan Vicha (Yam); 5. Adam Miller (Yam).
125 INT: 1. Jesse Bath (Suz); 2. Craig Truglio (Kaw); 3. John Carrillo (Suz); 4. Mikie Northrop (Kaw); 5. Chris Dias (Yam).
125 PRO: 1. Jeff Northrop (Kaw); 2. Jeff Pestana (Yam); 3. Harold Hageman (Suz); 4. Donovan Mitchell (Yam); 5. Jason Chisum (Yam).
250 BEG: 1. Joshua Coffman (Suz); 2. Joe Alford (Kaw); 3. Brain Keys (Hon); 4. Jason Cameron (Hon); 5. Matt Soares (Kaw).
250 NOV: 1. Craig Humphrey (Yam); 2. Jimmy Pierce (Hon); 3. Jeff Mash (Suz); 4. Jason Ellis (Yam); 5. Dean Davis (Yam).
250 INT: 1. Turtle Wikoff (Kaw); 2. Craig Truglio (Kaw); 3. Jesse Bath (Suz); 4. Jeremy Santoro (Kaw); 5. Phil Segundo (Yam).
250 PRO: 1. Jeff Pestana (Yam); 2. Donovan Mitchell (Yam); 3. Jeff Northrop (Kaw); 4. Pat Gomm (Yam); 5. Harold Hageman (Suz).
500 INT: 1. Mike Hodges (Yam); 2. Kevin Wise (Yam); 3. Ryan Opat (Kaw); 4. John Malamaki (Yam); 5. Steve Hebs (Kaw).
25+ BEG: 1. Mark Silva (Kaw); 2. Rob Belskey (Yam); 3. Brian Keys (Hon); 4. Mike Wenstrand (Yam); 5. Randy Tufts (Yam).

25+ NOV: 1. Mike Hunter (Yam).
25+ INT: 1. Mike Hodges (Yam); 2. Kevin Wise (Yam); 3. Phil Segundo (Yam); 4. Jeff Molina (Kaw); 5. Dan Haley (Yam).
25+ EX: 1. Jason Chisum (Yam); 2. Jeff Pestana (Yam).
30+ BEG: 1. Tim Finlayson (Suz); 2. Jimmy Rivers (Kaw); 3. Kenny Malpus (Hon); 4. Chris Upson (Kaw); 5. John Stump (Yam).
30+ NOV: 1. Scott Schubert (Yam); 2. Alan Loreda (Yam); 3. Ryan Wann (Suz); 4. Mike Wenstrand (Yam); 5. Rick Jewell (Yam).
30+ INT: 1. Mike Hodges (Yam); 2. Ron Basilio (KTM); 3. Mike Segundo (Hon).
35+ NOV: 1. Alan Loreda (Yam); 2. David Evans (Hon); 3. Mike Cook (Hon); 4. Bob Warren (Hon); 5. Randy Lynch (Yam).
40+ NOV: 1. Bill Carnes (Yam); 2. Mark Andrews (KTM); 3. Ron Kern (Kaw); 4. Tim Donalson (Kaw); 5. Moe Harwell (Yam).
40+ INT: 1. Steve Allen (Kaw).
U/L BEG: 1. Mark Verhaugstraete (Suz); 2. Stephen Allen (Hon); 3. Brian Buckreus (Kaw).
U/L INT: 1. Ryan Morais (Yam); 2. Logan Masterson (Hon); 3. Lucas Farmer (Suz); 4. Steve Mertens (Yam).

Swinfard super at GFI Night Motocross opener

By Greg Robertson

PERRIS, CA, JUNE 6

KX250-mounted Derric Swinfard was untouchable at Perris Raceway during the opening round of the GFI Night Motocross Series as he went four for four to claim overall wins in the 250cc Novice and Over 25 Novice classes.

When the 250cc Novices attacked the track for their first moto, it was Kevin Hanrahan who set the pace out front before Justin Miller took over on lap three. Swinfard came from out of the field to relieve Miller of the lead a lap later. Swinfard continued on uncontested for the win over Hanrahan, who also passed Miller.

Swinfard made things easier for himself by snaring the second-moto holeshot and running out front until the checkers. Hanrahan gated second and kept Swinfard honest for the entire eight laps. With a third-lap pass on Miller for third place, Corey Ellis took home the third-place trophy over Miller's 3-4 score.

Swinfard was nothing short of spectacular when the Over 25 Novices hit the track. He turned a couple of holeshots into absolute runaway victories. The only real race on the track was for second place, where Danny Fonteyn prevailed in both motos to top Sam Trout and Gary Westbury.

Bryan McGavran led the first 125cc Intermediate moto while being chased by Sean Hamblin, Hawk White and Dusty Walters. Twelve laps into the 18-lap race, Hamblin was finally able to find a way around McGavran and he held him off to the finish for the win. Tyson Taylor worked his way up to earn third over the Suzuki-mounted White.

It looked like McGavran would collect the second-moto win until a bobble dropped him back to fourth place with only a lap remaining. Hamblin was right there to benefit from McGavran's mistake and picked up the overall with 1-1 finishes on his NCY/Fox/Pro Circuit-backed YZ125. Taylor's 3-2 edged out McGavran's 2-4 for second overall.

Results

50 STK (4-6): 1. Brett Downey (Cob); 2. Justin Jeffers (KTM).
50 STK (7-8): 1. Blake Hanby; 2. Danny Gonzalez (Cob); 3. Johnny Jelderda (KTM); 4. Shawn Hayes (Lem); 5. Marcus Carrillo (Lem).
50 OPEN: 1. Johnny Jelderda (KTM); 2. Shawn Hayes (Lem); 3. Marcus Carrillo (Lem); 4. Brett Downey (Cob); 5. Canny Gonzalez (Cob).
60 F/T: 1. Danny Gonzalez (Cob); 2. Michael Rodriguez (Kaw); 3. Shawn Hayes.

60 BEG: 1. Bradley Baquial (Kaw); 2. Travis Lumby (Kaw); 3. Brian Hiner (Kaw); 4. Michael Raines (Kaw); 5. Justin Falk (Kaw).
 60 NOV: 1. Chad Gores (Kaw); 2. Jeremy Johnson (Kaw); 3. Jonathan Arana (Kaw); 4. Trent Pugmire (Kaw); 5. Jake Hulett (Kaw).
 60 INT: 1. Brandon Hiner (Kaw).
 60 OPEN: 1. Robert Memoli (Kaw); 2. Paul Percy (Kaw); 3. Jeremy Johnson (Kaw); 4. Travis Lumby (Kaw).
 80 F/T: 1. Alan Bisso (Yam); 2. Taylor Moe (Hon).
 80 BEG: 1. Jeremy Roberts (Yam); 2. Steven Forsythe (Yam); 3. Scott Martin (Kaw); 4. James Turner (Kaw); 5. Jason Cuffel (Kaw).
 80 NOV: 1. Chris McDaniel (Hon); 2. Paul Percy (Hon); 3. Chase Meineke (Yam); 4. Chris Aleksidzyk (Kaw); 5. Brandon Hiner (Suz).
 80 INT: 1. Cale Wallace (Yam); 2. Erik Meyer (Yam); 3. Micky Griffin (Yam); 4. Zac Wray (Yam); 5. Kelly Teder (Suz).
 S/MINI: 1. Billy Laninovich (Yam); 2. Micky Griffin (Yam); 3. Anthony Bruscilla (Yam); 4. Brandon Staddon (Yam); 5. Shane Kelley (Yam).
 B/W: 1. Jeremy Malott (Kaw); 2. Scott Buttrell (Yam).
 125 BEG: 1. Bobby Bloodworth (Hon); 2. Jesse Ketell (Kaw); 3. Chris Thunstrom (Kaw); 4. Anthony Caputo (Yam); 5. Kevin Hornsved (Yam).
 125 NOV: 1. Sean O'Connor (Yam); 2. Tim Weigand (Yam); 3. Cody Knauss (Suz); 4. Mike Horvath (Suz); 5. Robert Briggs (Kaw).
 125 INT: 1. Sean Hamblin (Yam); 2. Tyson Taylor (Hon); 3. Bryan McGavran (Yam); 4. Dusty Walters (Yam); 5. Billy Laninovich (Yam).
 125 PRO: 1. Eigo Sato (Suz); 2. Sten Rasmussen (Hon).
 250 BEG: 1. Jerrod Paulson (Yam); 2. Steven Harvey (Suz); 3. Mike Ryer (Suz); 4. Henry Hornsved (Hon); 5. Scott Shavely (Yam).
 250 NOV: 1. Derric Swinfard (Kaw); 2. Kevin Hanrahan (Hon); 3. Kory Ellis (Yam); 4. Justin Miller (Suz); 5. Charlie Anaya (Hon).
 250 INT: 1. Bryan McGavran (Yam); 2. Bomber Hernandez (Yam); 3. Nathan Craig (Yam); 4. Bret Milan (Yam); 5. Chris Barrett (Suz).
 250 PRO: 1. Jiri Dostal (Suz); 2. E.J. Wright (Yam); 3. Sandy Shine Sea (Hon).
 25+ BEG: 1. Chad Bolton (Hon); 2. Reed Blevins (Kaw); 3. Josh Meehan (Kaw); 4. Bryan Layton (Yam); 5. Jerald Monroe (Hon).
 25+ NOV: 1. Derric Swinfard (Kaw); 2. Danny Fonteyn (Yam); 3. Sam Trout (Kaw); 4. Gary Westbury (Yam); 5. Tom Woodburn (Yam).
 25+ INT: 1. Revelle Harrison (KTM); 2. Kelly Pichel (Kaw); 3. David McCown (Yam); 4. Todd Flaming (Yam); 5. John Edwards (Suz).
 30+ NOV: 1. Robert Briggs (Kaw); 2. C.T. Falk (Yam); 3. Philip Taboada (Yam); 4. Bob Arthur (Yam); 5. Craig Wirths (Yam).
 30+ INT: 1. Craig McCall (Kaw); 2. Robbie James (Yam).
 35+ NOV: 1. Anthony Rose (Yam); 2. Ted Chott (Suz); 3. Todd Warble (Yam).
 40+ NOV: 1. Tim Williams (Kaw); 2. Ron Viola (Hus); 3. Jeffrey Arzouman (Yam); 4. Doug Parsen (Hon); 5. Mike Hudzinski (Hon).
 40+ EX: 1. Ron Turner (Yam).

Clash of the ages at Action Sports Stadium Motocross

By Rupert X. Pellett

NELSONVILLE, OH, JUNE 6

With nearly full gates in the Pro classes at the Action Sports Stadium Motocross, the racing action was sure to fulfill the entertainment requirements of the 3000-plus spectators on hand as Pro riders from Ohio, West Virginia and parts unknown came to do battle at this jump-laden course. While the action was fast and furious in every Pro moto, all four of the 125cc- and 250cc-class races came down to intense battles between the heavily experienced Jeromy Buehl and up-and-comer Jeff Gibson. Gibson and Buehl eventually moved to the front in each contest and provided the crowd with thrilling racing from start to finish.

In the initial 125cc Pro moto, Buehl established his pace quickly while a poor-starting Gibson attacked the track, blowing by racers on his way to the front. With two laps to go, Gibson was not only able to catch the Honda of Buehl but put the pass on the surprised former Team Peak rider. Charlie Dunaway followed Buehl across the finish line in third.

The second moto was like a caged death match, with Team Green's Gibson submitting to the charges of Buehl. Dunaway took his Honda in for another third-place finish behind Gibson.

Fifteen-year-old Gibson displayed his mastery of Supercross-style obstacles in the 250cc Pro class, however, as the likable youth from Westerville fought off the likes of Buehl, Dunaway and Mike Katin to go 1-1 on his Fox/Pro-Action-backed Kawasaki. Buehl settled for a consistent 2-2 to take the runner-up spot on the redesigned raceway, while Dunaway cruised to another third overall with his 3-3 finishes.

Flushed out of the hills with the spring thaw, the reclusive Tom Hawk thrust his old Yamaha YZ490 to the front of the Over 30 class, clearing all the major obstacles with style on his antique big-bore and taking the trophy with his 1-1 performance.

Results

MINI JR: 1. Michael Willard (Suz); 2. Chris Robertson (Suz); 3. Joey Pellett (Kaw); 4. Dillon Rhoades (Suz); 5. Jeffrey Roelle (Suz).

MINI SR: 1. Willy Browning (Yam); 2. Nick Mowry (Hon); 3. Jeremy Karshner (Hon); 4. Chris Leadbeater (Hon); 5. Travis Poynter (Yam).

MINI EXTRA: 1. Michael Willard (Suz); 2. Chris Robertson (Suz); 3. Dillon Rhoades (Suz); 4. Kyle Preston (Yam); 5. Nick Mowry (Hon).

50 (4-6): 1. Ryan Ivers (Cob); 2. Kiefer Standley (Cob); 3. Jordan Strickland (Cob); 4. Mersadece Buttermann (Yam); 5. Benjamin Danforth (Cob).

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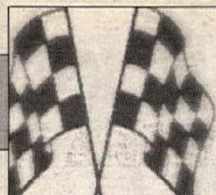
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EVENTS

50 (7-8): 1. Ryan Allbaugh (Cob); 2. Corey Carr (Cob); 3. Ryan Brumfield (Cob); 4. Levi Kilbarger (Lem); 5. Judson Coakley (Act).
50 P/W: 1. Jordan Strickland (Yam); 2. Mersadece Buttermann (Yam); 3. Ryan Wolfe (Yam); 4. Bryant Miller (Yam); 5. Kayla Nicholson (Yam).

65: 1. Joey Pellett (Kaw); 2. Jake Mohnay (Kaw); 3. Tyler Bowers (Kaw); 4. Nathan Saving (Kaw); 5. Devan Welch (Kaw).

SCHBY 125: 1. Willy Browning (Yam); 2. Andy Willard (Suz); 3. Mark Diehl (Suz); 4. A.J. Meade (Suz); 5. Isaac Bush (Kaw).

125 B: 1. Mike Ivers (Yam); 2. Gerald Bennett (Suz); 3. David Rife (Kaw); 4. Matt Hoy (Kaw); 5. Harold Goings (Kaw).

125 C: 1. Scott Gainer (Kaw); 2. Eric Thompson (Yam); 3. Chad Walters (Suz); 4. Andy Whitelaw (Hon); 5. Rob Minton (Kaw).

125 PRO: 1. Jeremy Buehl (Hon); 2. Jeff Gibson (Kaw); 3. Charlie Dunaway (Hon); 4. Tommy Collier (Suz); 5. Mike Morgan (Yam).

250 B: 1. Mike Campbell (Kaw); 2. L. Brook Dixon (Hon); 3. Mike Graybill (Kaw); 4. Troy Craiglow (Suz); 5. Jamie Smith (Suz).

250 C: 1. Miles Cook (Hon); 2. Mark Moore (Yam); 3. Ryan Kilgour (Yam); 4. Justin Gall (Kaw); 5. Paul Bradbury (Kaw).

250 PRO: 1. Jeff Gibson (Kaw); 2. Jeremy Buehl (Hon); 3. Charlie Dunaway (Hon); 4. Mike Katin Jr. (Yam); 5. Tommy Collier (Suz).

16-24: 1. Brad Snyder (Yam); 2. Mike Ivers (Yam); 3. Gerald Bennett (Suz); 4. Brandon Perry (Suz); 5. Miles Cook (Hon).

25+: 1. Tim Fink (Suz); 2. L. Brook Dixon (Hon); 3. Mark Moore (Yam); 4. Eric Thompson (Yam); 5. Rob Bingham (Suz).

30+: 1. Tom A. Hawk (Yam); 2. Marty Berberich (Hon); 3. Troy Karshner (Hon); 4. Scott Gainer (Kaw); 5. Douglas Mohr (Yam).

OPEN B: 1. Doug Mohr (Yam); 2. Bart Barok (Yam); 3. Mark McDaniel (Yam); 4. Larry Shumaker (Hon); 5. Michael Malone (Hon).

Carbaugh claims his at Berthoud Motocross

By Stacy Jensen
Photo by Dawn Winczewski

BERTHOUD, CO, MAY 31

More than 400 riders showed up to race Rocky Mountain Promotions and Sports Riders Association of Colorado's 11th motocross event of the season at Berthoud. The track runs along the side of I-25 and had traffic stopped all day for a view of the races. Kevin Carbaugh, a Vet Novice rider who had come down from Cheyenne, Wyoming, won the Vet Novice class on his big KTM.

After the gate dropped and all 29 riders hit the first turn, Suzuki-mounted Jeff Price was in the lead. However, this was not a lead that would last long, as Carbaugh tucked in behind him and began his charge. Pressing at every point on the track, Carbaugh remained in second on the first lap but made his pass right before the Pyramid jump. The two leaders did not get too far away from Yamaha-mounted Jeff Reagan, Ron Decker or Kawasaki rider Dan Kelly, who ran third through fifth. Kelly had a little more difficulty getting to the front of the pack, as he had to move up from 12th.

In the second moto, Carbaugh looked as though he had been thrown from a slingshot up the start as he came away with a five-second lead. Price gave chase, with Dennis Strand, who had finished 13th in the opening moto, on his rear. Carbaugh finished with an eight-second lead over Price and Strand. The overall win belonged to Carbaugh with two flawless motos, while Price, John Russell, Reagan and Kyle Rein claimed second through fifth.

In the Super Senior class, Bart Kellogg duked it out with Edgar Perriton, John Beavers, Jim Reimer, Dave Rockwell and Ben Eckhardt. Both the leaders showed expert riding skills, as Perriton swapped places with Kellogg during the second moto to take first overall. SRAC's longtime announcer and race organizer, Beavers, went 3-3 for third overall. Eckhardt claimed fourth, while Rockwell placed fifth.

Results

50 NOV: 1. Ricky LaMontagne (Act); 2. Zach Larson (Act); 3. Shaune Krato (KTM); 4. Cody Schafer (KTM); 5. Cole Shondek (Kaw).

P/W NOV: 1. Paul Joos (Kaw); 2. Will Gibson (Kaw); 3. Judd Larson (Kaw); 4. Travis Sticher (Kaw); 5. Brady Price (Kaw).

P/W AM: 1. Trevor Monks (Kaw); 2. Adam Harvey (Kaw); 3. Justin Jobe (Kaw); 4. Zach Larson (Kaw); 5. Michael Haight (Kaw).

MINI NOV: 1. Justin Cunningham (Hon); 2. Rick Sticher (Yam); 3. Zach Wertz (Hon); 4. Michael Carder (Suz); 5. Ryan Morgan (Hon).

OPEN MINI: 1. Matt Burris (Kaw); 2. Jeff Noriega (Hon); 3. Brad Alarid (Hon); 4. Cody Jensen (Kaw); 5. Zach Wertz (Hon).

MINI AM: 1. Brady Sharp (Kaw); 2. Hank Kindell (Kaw); 3. Jeremy Riddle (Hon); 4. Vince Montelone (Kaw); 5. Ryan Conklin (Hon).

MINI EX: 1. Jeff Noriega (Hon); 2. James Ruiz (Suz).

125 NOV: 1. David Mantelli (Hon); 2. Jonathan Oppermann (Hon); 3. Danny Mitchell (Hon); 4. Efrim Pisano (Hon); 5. Neil Durante (Hon).

125 NOV SPTSMTN: 1. Adam Burris (Yam); 2. Cody Jensen (Kaw).

125 AM: 1. Matt Wood (Yam); 2. Matt Ogden (Kaw); 3. Mike Welty (Hon); 4. James Agnew (Suz); 5. Justin Riddle (Hon).

125 INT SPTSMTN: 1. Andrew Short (Kaw); 2. Mike Royer (Yam); 3. Tyler Walker (Yam); 4. Kyle Locke (Yam); 5. Craig Hasto (Yam).

125 PRO: 1. Shawn Morgan (Kaw); 2. Josh Kellogg (Yam); 3. Ryan Clark (Kaw); 4. Wes Hale (Suz); 5. Chad Sharp (Hon).

250 NOV: 1. Britt Audeoup (Suz); 2. Dan Balon (Hon); 3. Doug Kelly (Hon); 4. John Maestas (Yam); 5. Lonnie Billings (Hon).

250 AM: 1. Jarriet Valentine (Suz); 2. Eric Johnson (Yam); 3. Shawn Peterson (Hon); 4. Preston Bostrom (Kaw); 5. Shannon Marchbanks (Suz).

250 INT SPTSMTN: 1. Andrew Short (Kaw); 2. Tyler Walker (Yam); 3. Ryan Nelson (Hon).

250 PRO: 1. Chad Wollaston (Yam); 2. Mark Flesia (Yam); 3. Shawn Morgan (Kaw); 4. Josh Kellogg (Yam); 5. Wes Hale (Suz).



OPEN NOV: 1. Mark Kyle (Yam); 2. Jerry Lizakowski (Hon); 3. Jeremy Arndt (Hon); 4. Jeff Reagan (Yam); 5. Ryan Lamasters (Hon).

OPEN NOV SPTSMTN: 1. Cody Jensen (Kaw).

OPEN AM: 1. Matt Wood (Yam); 2. Matt Seitz (Yam); 3. Chris Morgan (Hon); 4. Chris Larson (Hon); 5. Mike Kratty (Kaw).

OPEN INT SPTSMTN: 1. Mike Royer (Yam); 2. Craig Hasto (Yam).

OPEN PRO: 1. Chad Wollaston (Yam); 2. Mark Flesia (Yam); 3. Shawn Morgan (Kaw); 4. Josh Kellogg (Yam); 5. Wes Hale (Suz).

VET NOV: 1. Kevin Carbaugh (KTM); 2. Jeff Price (Suz); 3. John Russell (Hon); 4. Jeff Reagan (Yam); 5. Kyle Rein (Hon).

VET AM: 1. Mike Long (Suz); 2. Dan Jackson (Kaw); 3. Gary Bradley (Hon); 4. Todd Heeren (Kaw); 5. Jim Sooboda (Hon).

VET PRO: 1. Keith Campbell (Kaw); 2. Shawn Smith (Yam); 3. Mark Flesia (Yam); 4. Rose Stichter (Kaw); 5. Darrell Miller (Kaw).

SR NOV: 1. Bruce Sikich (Hon); 2. Marty Wild (Kaw); 3. Bryan Johnson (Yam); 4. Rex Harvey (Suz); 5. Tom Walz (Kaw).

SR AM: 1. Thomas Edgar (Yam); 2. John Morgan (Yam); 3. David Hovater (Hon); 4. Doug Hardin (Yam); 5. Mike Lee (Yam).

SR EX: 1. Monty Don Kyle (Yam); 2. Bruce McGrew (Suz); 3. Dale Evans (Suz); 4. Lyle Schvock (Yam).

S/SR: 1. Edgar Perriton (Hon); 2. Bart Kellogg (Kaw); 3. John Beavers (Hon); 4. Ben Eckhardt (Hon); 5. David Rockwell (Hon).

WMN NOV: 1. Ashley Bohan (Hon); 2. Amy Arnold (Kaw); 3. Violet Lucero (Yam); 4. Rose Bromberg (Yam).

WMN AM: 1. Brooke Renker (Yam); 2. Amy Rogers (Yam); 3. Cynthia Bennett (KTM).

Flawless Faulds flies at Saddleback Short Track

By Brad Letcher

ST. LOUIS, MO, JUNE 6

Dusty Faulds was the class of the field as he swept all three Pro classes during the second round of short-track racing at Saddleback Race Park. The Elliott Power Sports/MSR/FMF-backed rider led all of the laps in the Open Pro TT, 250 Pro and Open Pro main events on the way to a perfect night.

While Faulds was decimating the Pro classes, the A classes proved to have some of the hardest-fought battles of the young season.

The 250cc A class began with Rick Dougherty nailing the holeshot, with Shannon Frewaldt, Greg Dougherty and Palace Motorsports owner Scott Studer battling for second. Frewaldt secured second in front of wild man Greg Dougherty and newcomer Studer. Rick Dougherty was riding smooth despite the wet conditions and the fact that Frewaldt would not leave his back tire. The top four riders stayed close throughout the entire race, with several side-by-side scraps. It was an enthusiastic Rick Dougherty taking the win, with Frewaldt and Greg Dougherty only a few feet back.

Fresh off winning the 250cc A class, Rick Dougherty was ready to repeat in the Open A division. The holeshot went to veteran Dennis Melcher. Second place was not secured until nearly three-quarters of a lap later, as Dougherty put his Honda in front of Scott Studer, Chuck Beving and Keith Nelson. Beving began pressuring Studer for third as Dougherty tried to keep pace with Melcher. Beving made his move to third on the second lap and quickly began testing the young Dougherty. By the fourth lap, Beving had moved into second as Dougherty dropped back to battle with Studer and Nelson. Beving reeled in Melcher but could not make the final jump to the lead. Melcher grabbed the

win, followed by Beving, Dougherty, Studer and Nelson.

The Open A TT class proved to be the most exciting race of the evening. The mad dash to the infield proved to be costly, as several riders came together. Chris Houlihan was in the wrong place as the bikes converged on the tight left-hander, resulting in a wild flip. Houlihan earned an ambulance ride to the local hospital, suffering with neck pains. As the race restarted, Greg Dougherty snatched the lead while Joe Bechtold, Chad Johnson, Kevin Lemcke and Scott Studer scrambled for second. By the end of the first lap, Dougherty led, with Bechtold in second, followed by Johnson, Lemcke and Studer. Dougherty began to stretch the lead as the four-rider pack behind him staged a massive dog-fight. Riders would get three wide in areas in the infield. Lemcke completed the pass for third and began working on Bechtold. Midway through the race, Lemcke had taken over second, with Bechtold and Johnson not far behind. Studer had dropped off the pace earlier, but he began to reel in the lead pack as the laps were winding down.

With three laps to go, Johnson took over third from Bechtold and began pressuring Lemcke. Studer had now joined the trio behind Dougherty. The bar-banging action for second increased the pace and began to decrease the distance to the leader. With the white flag waving, Johnson took over second as Studer grabbed fourth from Bechtold. Johnson took the lead in the tight infield, relegating Dougherty to second. Johnson only led the final lap, but that's the one that counts. Dougherty held on for second, with Lemcke third and Studer fourth.

Results

MINI 50: 1. Anthony Bauer; 2. Alex Jorgensen; 3. Taylor Bissel; 4. Riley Johnson; 5. Brady Reinke.

MINI 60: 1. Tony Bissel; 2. Colton Trendre; 3. Jacob Ahl; 4. Caleb Sullivan; 5. Jesse Frost.

MINI 80: 1. Ryan Deighton; 2. Tony Bissel; 3. Robert Thompson; 4. Jacob Ahl; 5. Caleb Sullivan.

SM ENG: 1. Ryan Deighton; 2. Danielle Beving; 3. Mitch Kenyon; 4. Chris Shoenrock.

250 A: 1. Rick Dougherty; 2. Shannon Frewaldt; 3. Greg Dougherty; 4. Scott Studer; 5. Matt Healy.

OPEN A TT: 1. Chad Johnson; 2. Greg Dougherty; 3. Kevin Lemcke; 4. Scott Studer; 5. Joe Bechtold.

OPEN A: 1. Dennis Melcher; 2. Chuck Beving; 3. Rick Dougherty; 4. Scott Studer; 5. Keith Nelson.

250 PRO: 1. Dusty Faulds; 2. Sheldon Wenz; 3. C.J. Beving; 4. Rob Jones; 5. Brad Letcher.

OPEN PRO TT: 1. Dusty Faulds; 2. Mike Johnson; 3. Brad Letcher.

OPEN PRO: 1. Dusty Faulds; 2. Sheldon Wenz; 3. Bob Anderson; 4. Pete Tapken; 5. C.J. Beving.

Flowers blooms at TCCRA Cross Country

By Tracy Wright

TERRELL, OK, MAY 31

Jason Flowers took his first overall victory as he flew to the win in the 125cc Intermediate class at the Terrell, Oklahoma, round of the Texas Cross Country Racing Association Championship Series.

Greg Lawrason grabbed the holeshot when the green flag went up in the 125cc Intermediate

Kevin Carbaugh won the Vet Novice class at an SRAC motocross held in Berthoud, Colorado.

class. The morning racers didn't have the luxury of having the two worst sandy hills cut out of their race, as did the afternoon racers. At the bottom of the second section of sand, Flowers and Lawrason locked bars and Lawrason was sent down into the sand. Flowers stayed in first place for the rest of the race, riding very well. He realized quickly that there was another battle going on - the one for the small-bike overall win. Yamaha-mounted Mason Hall was on the move and winning the Four-Stroke Intermediate class, but Flowers maintained his blistering pace to earn the overall victory.

Early leader Lawrason rejoined the pack in last place but still caught and passed many of his classmates on the first lap. He soon caught up to Kawasaki rider Matt Panter, who was running third. Lawrason made the pass, but he had to pit and lost the position in the shuffle. Thrashing back onto the track, Lawrason caught and passed Panter and stayed there until the start of the last lap, when Panter maneuvered around him to retake third. Lawrason kept him in sight and the battle propelled the two past Yamaha-mounted Dewayne Gensler, who had held on to second for the first four laps of the race. Less than half of a mile before the finish, Panter took the last turn too hot and went wide, leaving Lawrason to square off the corner and take second place.

"This was my best and most fun race yet," Lawrason said about the battle. "I've got these points lead, but I won't be at Fort Hood because of my wedding."

"He should have more respect for his elders," laughed Panter, who is 38, at the finish.

In the Pro class, Clay Hoenshell got the holeshot and stayed in first place for the entire six laps. Jeremy Fipps finished second, followed by Tom Robinson.

Honda-mounted Dana Wright gated third in the AA class behind Oliver Benetis and David Koontz. On the first lap of the 48-mile race, Wright had worked his way into first in class and began to work his way through some of the Pro class, who started a minute ahead of the AA line. Pro rider Brian Storrie finished fifth in his class and passed Wright back on the white-flag lap when he went down. The topple only hurt Wright's pride, as he still finished three minutes ahead of David Koontz to win the AA class.

Results

PRO: 1. Clay Hoenshell (Kaw); 2. Jeremy Fipps (Kaw); 3. Tom Robinson (Yam); 4. Jim McQueary (Kaw); 5. Brian Storrie (Kaw).

AA: 1. Dana Wright (Hon); 2. David Koontz (Yam); 3. Oliver Benetis (Hon); 4. David Lucas (Hon); 5. Bobby Southard (KTM).

AB: 1. Brian Barnes (Yam); 2. Todd Meyers (Yam); 3. Joseph Houghton (Kaw); 4. Chris Abbott (Yam); 5. Glenn Boyett (Yam).

BEG: 1. Joey Joiner (Hon).

MINI: 1. Curtis Pace; 2. James Ainsworth (Suz); 3. Ben Norrell (Kaw); 4. Michael Gleason (Kaw); 5. Matt Lowrimore (Kaw).

MINI A: 1. Caleb Coleman (Kaw); 2. Casey James (Kaw); 3. Casey Richards (Yam); 4. Stephen McDonald (Hon); 5. James Williamson (Kaw).

MINI EX: 1. Danny Oznick (Hon); 2. Jimmy Shires (Kaw); 3. Curtis Abbott (Kaw); 4. Christopher Edwards (Hon); 5. Chadd Kawata (Hon).

P/W 50 A: 1. Kyle Owens (KTM); 2. Billy Dosinger (Suz); 3. Eddie Whitener (KTM); 4. Ryan Anderson (Hon); 5. Carson Cole (Suz).

P/W 50 EX: 1. Cameron Ishmael; 2. Jordan Armstrong (KTM); 3. Preston Trent (KTM); 4. Jarod Goad (Lem); 5. Lauren Powell (Lem).

P/W 60 A: 1. Justin Hays (Kaw); 2. Jesse Murphy (Yam); 3. Ricky Hacic (Kaw); 4. Lindsey Madison; 5. Jarrod Cooner (Yam).

P/W 60 EX: 1. Tyler Laske (Kaw); 2. Jared Jenkins (Kaw); 3. Cody Johnson (Kaw); 4. D.J. McMillon (KTM); 5. Lloyd Ramsey (Kaw).

125 A: 1. Scott Wilbanks (Yam); 2. Mack McDonald (Hon); 3. Josh Harrison (Hon); 4. Christopher Leonard (Yam); 5. Jason Chandler (Suz).

125 INT: 1. Jason Flowers (Yam); 2. Greg Lawrason (Yam); 3. Matt Panter (Kaw); 4. Dewayne Gensler (Yam); 5. Chris Chipman (Hon).

125 EX: 1. Jeff Pennington (Hon); 2. Bryan Miller (Yam); 3. John Weber (Kaw); 4. Nathan Eads (Kaw); 5. Chris Baula (Kaw).

200 A: 1. Bruce Bevars (Kaw); 2. Danny McDonald (Kaw); 3. David Adams (Kaw); 4. Jeff Peace (Kaw); 5. Brian Mullen (Kaw).

250 A: 1. Matthew Watson (Hon); 2. Clay Leaverton (Hon); 3. Lynn Stafford (Yam); 4. Trent Springfield (Kaw); 5. James Kokout (Hon).

250 INT: 1. Steve Dawson (Kaw); 2. Christopher Martin (Kaw); 3. Jeff Wilbanks (Yam); 4. Lee Abels (Yam); 5. Scott Butler (Hon).

250 EX: 1. Todd Gleason (Kaw); 2. Clint McBride (Kaw); 3. Will Pattison (Kaw); 4. Todd McClendon (Kaw); 5. Todd Hutson (Kaw).

4-STRK A: 1. Matt Burkett (Hon); 2. Boris Baeumler (Hon); 3. Chad Bledsoe (Hon); 4. Doug Neubauer (Hon); 5. Robert Jones (Yam).

4-STRK INT: 1. Mason Hall (Yam); 2. Eddie Kinder (Hon).

4-STRK EX: 1. Shannon Butler (Yam); 2. Mike Moore (Hus); 3. Courtney Christian (Yam); 4. Jeff Gunter (Hon); 5. Danny Flowers (Hon).

30+ A: 1. Tony Humphress (Kaw); 2. Michael Sprong (Hon); 3. Brian Fears (Kaw); 4. Kenneth Estes (Yam); 5. Donald Tuckness (Hon).

30+ INT: 1. Doug Dixon (Kaw); 2. Russell Weeks (Hon); 3. Darren Fleming (Kaw); 4. Joey Marcom (Yam); 5. Steve Powelson (Kaw).

30+ EX: 1. Larry Dodson (Hon); 2. Vernon Davidson (Kaw); 3. Adrian Jacobs (Yam); 4. Robert Clark (Yam); 5. Marty Ishmael (Kaw).

38+ A: 1. T.C. Allen (Hon); 2. Jimmy Johnson (Kaw); 3. Steve Sprong (ATK); 4. Gary Coleman (Kaw); 5. Tim McJunkins (Kaw).

38+ INT: 1. Roy Songy (Kaw); 2. Dan Joseph (Yam); 3. Randy Hemphill (Kaw); 4. Scott Winn (Kaw); 5. Mike Leffew (Hon).

38+ EX: 1. David McKelvy (Suz); 2. Mike Connell (Hon); 3. Tom Johnson (Hus); 4. Matt Trimmer (Hon); 5. Darrell Conner (Hon).

45+ A: 1. Mark Slider (Kaw); 2. Mike Cox (Kaw); 3. Albert Songer (Kaw); 4. Tom Hall (Kaw); 5. Rusty Johns (Hon).

45+ INT: 1. Archie Taliaferro (Hon); 2. Dennis Willmon (Kaw); 3. David Stevens (Kaw); 4. Don Cahnnon (Kaw); 5. James Dejeaneatt (Kaw).

45+ EX: 1. Bill Fleming (Kaw); 2. Mike Daniel (KTM); 3. John Gustafson (KTM).

50+ A: 1. Skip Gove (Yam); 2. Cleo Martin (Kaw); 3. Max Brand (Kaw); 4. Grady Burch (KTM); 5. Rodney Souder (Suz).

50+ EX: 1. Lloyd Morgan (Suz); 2. Jerry Boren (Yam); 3. Don Wilbanks (Yam); 4. Freddie Dejeaneatt (Yam); 5. Dave Burnap (Kaw).

LDS A: 1. Kim Allen (Hon); 2. Susie Ishmael (Hon); 3. Elaine Ordon; 4. Irma Lucas (Hon); 5. Robin Visniski (Hon).

LDS INT: 1. Gina Montey (Suz); 2. Mandy Davis (Hon); 3. Marsha Wilbanks (Yam); 4. Tina Yarbrough (Hon); 5. Michelle Ogden (Hon).

LDS EX: 1. Shannon McKamy (Hon); 2. Shelley Dixon (Kaw); 3. Alice Flowers (Hon); 4. Deb Montey (Kaw); 5. Leslie Ballard (Kaw).

OPEN A: 1. Darryl Norris (Hon); 2. Dwayne Violet (ATK); 3. Eric Eagster; 4. Joseph Rafael (Kaw); 5. Jason Bolling (Kaw).

OPEN EX: 1. Russ Clark (KTM); 2. Marty Cathey (Hon); 3. Brian Hoffman (KTM); 4. Ron Daniel (KTM); 5. Sam Baker (Hon).

Clark catches Cheyenne Motocross win

By Stacy Jensen

CHEYENNE, WY, JUNE 7
Kawasaki of Mexico/Thor/Tecate's Ryan Clark, from Albuquerque, New Mexico, came to the open plains to show his stuff in the 125cc Pro class at a motocross held at the Triple C Race Ranch.

Clark had to shoot it out with Vickery and Sass Porting Yamaha rider Chad Wollaston. Boulder Yamaha's Josh Kellogg, Grand Prix Kawasaki's Paul Lindsey, Pro Circuit's Eric Landis and Boulder Yamaha/Fox's Ronnie Clark.

Wollaston took the lead in the first moto and Ryan Clark relentlessly chased him and finally made his pass in a turn where Wollaston would squeeze to the inside and Clark would ricochet off the outside. Ryan Clark maintained his lead position and completed the first moto five seconds in front of Wollaston. Kellogg, Lindsey and Landis would finish third through fifth.

During the second moto, rain started to fall and the track conditions became slippery. Ryan Clark prevailed, though, as he and Wollaston again fought over first. Kellogg, Lindsey and Landis rounded out the top five again, and that's exactly how the overall finish read, as well.

As the 250cc Amateurs took to the track for their first moto, the skies had begun to turn a dark gray, lightning could be seen in the west and the wind had started to pick up. The first turn saw Shayne Kendall abscond with the holeshot as David Hill, Dee Thompson, Steve Prescott and Cory Edmisten were all side by side going into the first turn. As the riders swung around a right-handed turn leading up the stairs, Prescott moved to second. Hill was third and Edmisten held fourth. After a charge around the north end of the track and down into the flats, the top five riders were within eight seconds of each other. Edmisten put on a charge and reeled in Hill, and just before the white flag he overtook Prescott to run second.

Due to the nasty weather conditions, the second moto for the 250cc Amateur class and other divisions were canceled, so the first-moto stats were final. Kendall took first overall, followed by Edmisten, Steve Prescott, Hill and Greg Thompson. Edmisten was advanced to Pro status based on his finish.

Results

50 NOV: 1. Andrew Valdez; 2. Shaine Kratko (KTM); 3. Mitch Quintana.

P/W NOV: 1. Mike Henderson (Kaw); 2. Travis Sticher (Kaw); 3. Andrew Valdez (Kaw); 4. Will Gibson (Kaw); 5. Brady Price (Kaw).

P/W AM: 1. Trevor Monks (Kaw); 2. Shane DeSzenzo (Kaw); 3. Justin Jobe (Kaw).

MINI NOV: 1. Rick Sticher (Yam); 2. Michael Carder (Suz); 3. Ashley Bohan (Hon); 4. Brandon Hiett (Hon); 5. Ryan Morgan (Hon).

OPEN MINI: 1. Matt Burns (Kaw); 2. Brad Alarid (Hon); 3. Jeremy Riddle (Hon); 4. Rick Sticher (Yam); 5. Zach Wertz (Hon).

MINI AM: 1. Trevor Monks (Kaw); 2. Jeremy Riddle (Hon); 3. Chris Flesia (Yam); 4. Zach Wertz (Hon).

MINI EX: 1. Matt Burris (Kaw); 2. Cody Jensen (Kaw); 3. Brad Alarid (Hon).

125 NOV: 1. Neil Durante (Hon); 2. Brian Wilson (Yam); 3. James Messer (Kaw); 4. Doug Barnes (Kaw); 5. Jonathan Oppermann (Hon).

125 NOV SPTSMN: 1. Adam Burris (Yam); 2. Cody Jensen (Kaw).

125 AM: 1. Mike Welty (Hon); 2. Matt Ogden (Kaw); 3. David Lujan (Suz); 4. James Agnew (Yam); 5. Justin Riddle (Hon).

125 INT SPTSMN: 1. Terry Armstrong (Suz).

125 PRO: 1. Ryan Clark (Kaw); 2. Chad Wollaston (Yam); 3. Josh Kellogg (Yam); 4. Paul Lindsey (Kaw); 5. Eric Landis (Yam).

250 NOV: 1. Steve Prescott (Hon); 2. Dan Balon (Hon); 3. Dave Klinkhammer (Kaw); 4. Scott Simmonds (Yam); 5. Robb Sarchet (Kaw).

250 AM: 1. Shane Kendall (Yam); 2. Corey Edmisten (Kaw); 3. Steve Prescott (Hon); 4. David Hill (Hon); 5. Greg Thompson (Kaw).

250 PRO: 1. Jeremy Hinricks (Suz); 2. Keith Campbell (Kaw); 3. Josh Kellogg (Yam); 4. Mark Flesia (Yam); 5. Paul Lindsey (Kaw).

OPEN NOV: 1. Jeff Reagan (Yam); 2. Mark Kyle (Yam); 3. Cory Price (Kaw); 4. James Messer (Kaw); 5. Patrick Clifton (Kaw).

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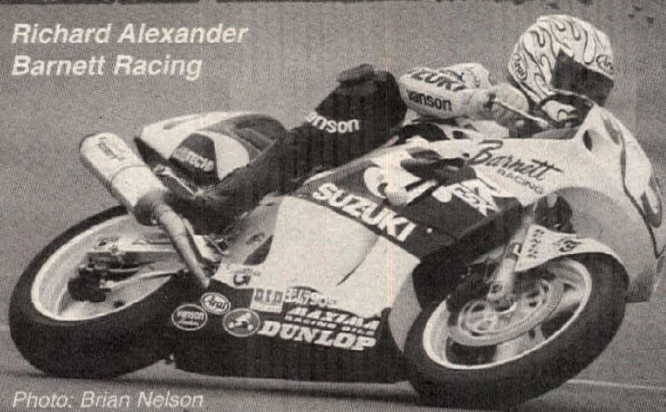


Photo: Brian Nelson

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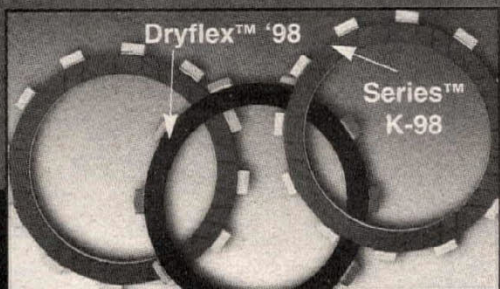
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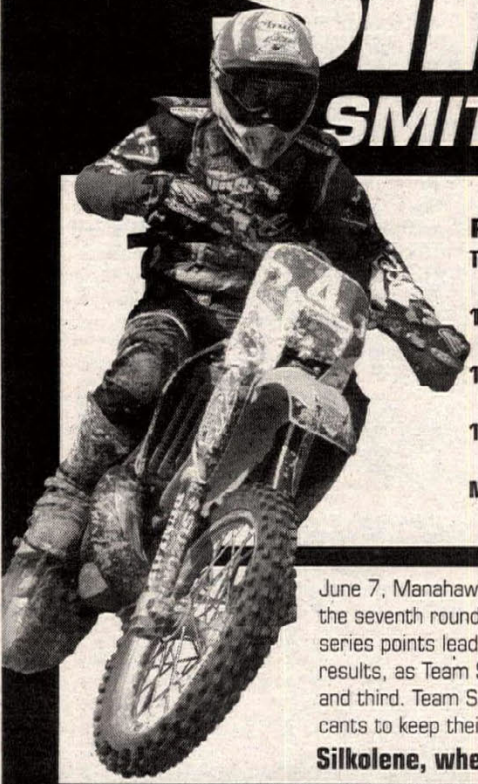
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June 7, Manahawkin, NJ., Rodney Smith, riding his Silkolene-lubricated, Mark Hyde prepared Suzuki RM250, won the seventh round of the 1998 GNCC Series. The win was Rodney's second of the season and moved him into the series points lead. Silkolene lubricated motorcycles again dominated the results, as Team Suzuki's Steve Hatch and Paul Edmondson finished second and third. Team Suzuki Off-Road rely on the complete line of Silkolene lubricants to keep their RM250's performing at a championship-winning pace.

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OPEN NOV SPTSMN: 1. Cody Jensen (Kaw).
OPEN AM: 1. Nick Bean (Yam); 2. Shayne Kendall (Yam); 3. Jarriet Valentine (Suz); 4. Graig Thompson (Kaw); 5. Greg Glab (Hon).
OPEN INT SPTSMN: 1. Terry Armstrong (Suz).
OPEN PRO: 1. Chad Wollaston (Yam); 2. Ryan Clark (Kaw); 3. Keith Campbell (Kaw); 4. Jeremy Hinricks (Suz); 5. Eric Landis (Yam).
VET NOV: 1. Kevin Carbaugh (KTM); 2. Brian Hochnadel (Yam); 3. Jeff Price (Suz); 4. Jeff Reagan (Yam); 5. Don Snyder (Yam).
VET AM: 1. Dan Jackson (Kaw); 2. Greg Baade (Hus); 3. Greg Glab (Hon); 4. Larry Jen Sr. (Kaw); 5. Todd Heeren (Kaw).
VET PRO: 1. John Merwin (Kaw); 2. Keith Campbell (Kaw); 3. Mark Flesia (Yam); 4. Jim Eckert (Kaw); 5. Stacy Smith (Yam).
SR NOV: 1. Bryan Johnson (Yam); 2. Curt Cummings (Yam); 3. Bill Musselman (Suz); 4. Donald Watt (Kaw); 5. Mark Boyd (Yam).
SR AM: 1. Thomas Edgar (Yam); 2. Tom Hamm (Suz); 3. Brant Bean (Yam); 4. Ed Overacker (Hon); 5. John Olmstead (Yam).
SR EX: 1. Shawn Smith (Yam); 2. Monty Don Kyle (Yam); 3. Mike Kappelman (Yam); 4. Bill Nolan (Yam); 5. Bruce McGrew (Suz).
S/SR: 1. Edgar Perriton (Hon); 2. Jim Reimer (Yam); 3. Ben Eckhardt (Hon); 4. John Olmstead (Hon).
WMN NOV: 1. Violet Lucero (Kaw).
WMN AM: 1. Amy Rogers (Yam); 2. Ashley Bohan (Hon); 3. Tricia May (Suz).

AHRMA Dirt Track invades Chowchilla

By Dennis Suter

CHOWCHILLA, CA, JUNE 13

The Chowchilla Fairgrounds played host to more than 75 entrants for a round of AHRMA's Western Regional Dirt Track Series. The motor-cycle event was held in conjunction with an Antique Engine and Tractor show. As the racers filled the pits, a tractor pull was being held in the front of the grandstands where the dirt oval race track would later evolve.

Ossa-mounted Rich Trait led Bultaco riders Manny Crummet, Brad Holt, Nick Nizzisi Jr. and Maurice Ortega on the restart into the first turn of the 250cc Sportsman A main. The race had been red-flagged on the first lap, as a couple of riders had gone down. The next lap saw Holt get by Crummet for second, and one lap later Holt passed Trait for the lead. A war was on for fourth and fifth as Ortega and Nizzisi swapped positions every lap. The pair got together on the back straight on the last lap, with Ortega dropping to a sixth-place finish after nearly hitting the hay bales. Fifth went to Manuel Datan on a Yamaha.

In the B main, Jeff Lessley led all the way over Steve Brown and Ken Wedingfield.

The Classic 250cc race saw Trait, on another Ossa, get the good start, but Bultaco-mounted Ortega overhauled Trait in turns three and four. Trait came back to pass him on the third lap, only to relinquish the lead to Ortega on the next go-around. The last turn found Trait pushing Ortega hard, but the Bultaco rider held firm to the checkers. Jeff Apple and Tom Booth placed third and fourth on their Bultacos.

Gold Star-mounted Gary Davis led KX750 rider Chris Rudy to the first turn in the Classic 500/750cc final. Rudy passed Davis going into turn three and held on to first to the finish. Herb Wolf, on an AJS, followed in third.

Rod Lake's Honda pulled him to the holeshot in the Over 35 class and he was never headed. Yamaha-mounted Matt Rohr passed Jeff Lessley's Bultaco for second, but Lake held a steady inside line and Rohr could not get by.

A large Senior class was dominated by BSA rider Mike Van Lienden. Triumph-mounted Herb Wolf held off the BSAs of Jim Chisum and Rich Brewer for second place.

The Chowchilla Fairgrounds was a new venue for an AHRMA race. Another track new to AHRMA will be at another venue - the track in Quincy, California - on July 25th.

Results

35+: 1. Rod Lake (Hon); 2. Matt Rohr (Yam); 3. Jeff Lessley (Bul); 4. Rich Reed (Tri); 5. Manuel Datan (Yam).
50+: 1. Mike Van Lienden (BSA); 2. Herb Wolf (Tri); 3. Jim Chisum (BSA); 4. Rich Brewer (BSA); 5. Warren Adams (Bul).
CLSSC 250: 1. Maurice Ortega (Bul); 2. Rich Trait (Oss); 3. Jeff Apple (Bul); 4. Tom Booth (Bul); 5. Frank Rodgers (Tri).
CLSSC 500: 1. Chris Rudy (H-D); 2. Gary Davis (BSA); 3. Herb Wolf (AJS); 4. Manuel Ortega (Bul); 5. David Brown (BSA).
CLSSC OPEN: 1. Marty Lewis (Tri); 2. Herb Wolf (Tri); 3. Joel Sweeney (BSA); 4. Gary Davis (Tri); 5. Daryl Foster (BSA).
SPTSMN 250 A: 1. Brad Holt (Bul); 2. Rich Trait (Oss); 3. Manney Crummet (Bul); 4. Nick Nizzisi Jr. (Bul); 5. Manuel Datan (Yam).
SPTSMN 250 B: 1. Jeff Lessley (Bul); 2. Steve Brown (Yam); 3. Ken Wedingfield (Hon); 4. Greg Gilmore (Yam); 5. Curt Fournier (Mon).
SPTSMN 600: 1. Brad Spencer Jr. (Hon); 2. Dennis Spencer (Hon); 3. Matt Rohr (Yam); 4. Rod Lake (Hon); 5. Brad Holt (Bul).
SPTSMN 750: 1. Ken Thiebaud (Tri); 2. Gary Davis (Tri); 3. Mike Van Lienden (BSA); 4. Danny Smart (Tri).
NOV 250: 1. Conrad Fournier (Mon); 2. John Frank (Bul); 3. Mike Lessley (Yam).
NOV 600: 1. Gary Swan (Tri); 2. Steffen Nielsen (Bul); 3. Ken Allen (Bul); 4. Mike Hunt (BSA).
BMBR: 1. Paul Herman (Yam); 2. Brad Spencer (Yam); 3. Richard Arnold (Suz); 4. Rodger Bowerman (Yam); 5. Greg Gilmore (Yam).

Hockmuth glows at Nuclear Motocross

By S. Bagger

BYRON, IL, MAY 31

Greg Hockmuth and Banzai Suzuki teamed up to address the fast-growing and very competitive 125cc Schoolboy class at the Byron Motorsports Park. Hockmuth won the class at the fourth round of District 17's famous Nuclear Series, and he appears to be well on his way to winning the overall championship.

When the gate dropped for moto one, it was another top District 17 rider and newcomer to the 125cc ranks, Anthony "Animal" Webber, getting his Suzuki over the gate first with a great launch. Just when it looked as though Webber would own the start, a rare transmission malfunction caused his bike to downshift without notice, nearly sending him over the bars as the pack blasted by. Hockmuth took over the lead, followed closely by Jacob Shaw and Kawasaki Big Wheel-mounted Justin Brayton. Brayton wasted little time getting around Shaw, as he pressured him at nearly every corner. By the end of the third lap, Brayton had closed the gap on Hockmuth and began looking for a place to set him up for the pass. Third-placed Shaw was now racing backward, as both Randy Poulter and Dan Simon displaced him battling for third. Up front, Brayton drove hard into the whoop section and easily made the pass just as Hockmuth slowed considerably with what appeared to be engine problems. Brayton took the win as Hockmuth nursed his bike home for second. Poulter claimed third as Shaw put in a last-chance effort to get back by Simon for fourth.

"The motor started running real bad halfway through the race and I was afraid it was going to

seize," Hockmuth said. "It turned out to be a bad plug, so we'll see how the last moto goes."

Shaw was on it for the start of the second moto and immediately pulled a four-second advantage over Hockmuth and Brayton. Hockmuth knew exactly where he needed to be, and halfway through lap two he was on Shaw like PJI stickers on a C-class rider's bike. Hockmuth disposed of Shaw on the downhill section, leaving him to deal with a quickly closing Brayton. Brayton was pulling out all the stops, trying to get around Shaw as the pair bumped on several occasions. Brayton made aggressive moves to the inside on the Big Wheel, all the while trying to keep a fast-disappearing Hockmuth in sight. Brayton eventually got around a very wide Shaw, but it was too late and he ran out of time with more than five seconds to make up on Hockmuth on the last lap. At the finish, it was Hockmuth going 2-1 for the overall win over Brayton's 1-2. Third went to Shaw, and Steve Howell and Poulter rounded out the top five.

Results

JR 50: 1. Chris Antolak (KTM); 2. Joseph Tarver (KTM); 3. Tyler Baylis (KTM); 4. Matt Bradt (KTM); 5. Damon Sexton (KTM).
SR 50: 1. Christo Monsen (KTM); 2. Brandon Sarver (KTM); 3. Robert March (KTM); 4. Kyle Wilson (KTM); 5. Kyle Powles (KTM).
60: Robert Loire (KTM); 2. Jake Fricker (Kaw); 3. Greg Ratliff (Kaw); 4. Robert Chada (Kaw); 5. Casey Profita (Kaw).
JR 80: Kody Molitor (Yam); 2. Chris Lazzaretto (Suz); 3. Dylan Martin (Suz); 4. Robert Loire (Suz); 5. Kevin Markwardt (Yam).
SR 80: 1. Brad Modjewski (Suz); 2. Bradley Ripple (Suz); 3. Justin Brayton (Kaw); 4. Tad Tyrell (Suz); 5. Joe Davis (Hon).
JR 125: 1. Greg Hockmuth (Suz); 2. Justin Brayton (Kaw); 3. Jakob Shaw (Suz); 4. Randy Poulter (Yam); 5. Steve Howell (Kaw).
125 A: 1. Brian Stone (Kaw); 2. Tom Hofmaster (Suz); 3. Eron Ezerins (Suz); 4. Nate Eslinger (Kaw); 5. Tim Roth (Suz).
125 B: 1. Josh Woods (Kaw); 2. Greg Hockmuth (Suz); 3. Darby Fowler (Suz); 4. John Mazur (Suz); 5. Jason Kloptowski (Kaw).
125 C: 1. Cameron Colby (Yam); 2. Randy Lampkin (Suz); 3. Jeff Reppe (Kaw); 4. Brian Koosietter (Kaw); 5. Jeremy Smith (Yam).
250 A: 1. Brian Stone (Kaw); 2. Eron Ezerins (Suz); 3. Tim Roth (Suz); 4. Nate Eslinger (Kaw); 5. Mark Wright (Kaw).
250 B: 1. Josh Woods (Kaw); 2. Darby Fowler (Suz); 3. Skeet Hartman (Suz); 4. Todd Mencias (Suz); 5. Alex Gombar (Kaw).
250 C: 1. Cory Snow (Yam); 2. Erik Fisch (Kaw); 3. Jeremy Mariner (Hon); 4. Paul Stratton (Kaw); 5. Josh Lenz (Hon).
VINT: 1. Robert Kelly (Suz); 2. Andrew Ewert (Kaw); 3. Ed Peterson (Kaw); 4. Neil Williamson (Hon); 5. Nick Schoen (Hon).
OPEN: 1. Buddy Brown (Kaw); 2. Erik Ezerins (Hon); 3. Robert Bollon (Kaw); 4. Aaron Vincer (Hon); 5. Brad Nordloff (KTM).
16-24: Caleb Russell (Yam); 2. John Mazur (Suz); 3. Jason Kloptowski (Kaw); 4. Jeremy Benson (Yam); 5. Brian Sisco (Kaw).
25+ A: 1. Mark Wright (Kaw); 2. Alex Gombar (Kaw); 3. Kris Hachmeister (Kaw); 4. Greg Kremser (Hon); 5. Roy Nafzger (Kaw).
30+ A: Roy Nafzger (Kaw); 2. Dave Brill (Kaw); 3. Bob Behrens (Yam); 4. Ron Downen (Kaw); 5. Theron Maring (Yam).
30+ B: 1. Harry Friedman (Kaw); 2. Thomas Carter (Suz); 3. Mike Gowe (Hon); 4. Mike Shaner (Kaw); 5. Mike Fierger (Hon).
35+ A: 1. Dave Brill (Kaw); 2. Roy Nafzger (Kaw); 3. Dan Dworzynski (Kaw); 4. Richard Popowski (Kaw); 5. Scott Rhoton (Hon).
40+ A: 1. Ron Downen (Kaw); 2. Victor Paskus (Kaw); 3. Jeff Dodson (Yam); 4. Dave Antolak (Kaw); 5. Ed Peterson (Kaw).

Chase leaves that to the rest at Barona Oaks Motocross

By Homer Eubanks

RAMONA, CA, JUNE 7

Regular motocross series competition continued at Barona Oaks Raceway with Derek Chase leaving all the chasing up to the remaining competitors. A few sprinkles and the threat of more rain heated up the action as everyone hoped to finish

Sportsman 250cc winner Maurice Ortega (5y) leads eventual third-place finisher Jeff Apple (27h) at the AHRMA Western Regional Dirt Track held in Chowchilla, California.

before the skies opened up. Chase seemed to be the one rider who wanted to get things going, and he proved it by going home dominant in both the 125cc Novice and Open classes.

You would think that with a gate of 20 anxious riders in the 125cc Novice class the race could be anybody's, but Chase decided at the drop of the gate that he would be the one to beat. Chase took his Yamaha off the line and headed straight for the checkered. Chase didn't have a simple Sunday ride, however, as John Hopkins shadowed his every move in both motos, but when the dust settled, it was Chase who saw the checkered first. Greg Chimits rode to a 4-3 day to earn third overall.

The Chase boys, Derek and Carl, chased each other in the 125cc Open division, with Derek going home the victor in both motos. Carl Chase earned second overall with his pair of deuces. Byron Kukla went 3-4 on the day for third overall.

David Fox proved to be the fastest 250cc Novice rider for the day. Fox captured the flag in both motos but had the ever-present Carl Chase trailing him in both motos. Chase had to hold off Larry Sutton in the first moto, and then Brad Millikan in the second round. Sutton was fourth in that race, earning third overall. Millikan was fourth out of the 14 riders.

Joshua Fink captured the 125 (16-25) class after taking the checkered in the first moto and then fighting with Joshua West in moto two. West did a DNF in the first round but took charge of moto two early on. West was tailgated by Fink throughout the event but he settled for second in the moto, knowing he had the overall win in the bag. Radovan Pantovich was second after his consistent 2-3 showings.

In moto one of the 80cc Beginner class, Justin Herrmann couldn't match the effort of Weston Peick. Then, in moto two, Peick and Herrmann went at it again, but this time Peick crashed hard enough to go to the pits, giving the overall to Herrmann. Matt Waldo waited in the wings with a 3-2 finish to take second overall. Third went to R.T. Underwood.

Justin Morgan made a clean sweep of the P/W (7-8) Stock class. Morgan held off the advances of Trevor Reis in both motos. Kristopher Chambers earned third with repeat third-place finishes.

Results

INTRO MX: 1. Neal DeGarmo (Yam); 2. Larry Reese (Kaw); 3. Tyler Herrmann (Hon).
P/W F/T: 1. Anthony Quintero (KTM); 2. Austin Ballard (Lem); 3. Steven Lounsbury (Yam).
P/W (0-6) STK: 1. Dakota Garner (Cob); 2. Cody Trotter (KTM); 3. Christopher Lounsbury (KTM).
P/W (7-8) STK: 1. Justin Morgan (Cob); 2. Trevor Reis (Cob); 3. Kristopher Chambers (KTM).
P/W (7-8) MOD: 1. Justin Morgan (Cob); 2. Trevor Reis (Cob); 3. Kristopher Chambers (KTM).
JR CYCLE OPEN: 1. Kevin Strahler (Kaw); 2. Cory Branch (Kaw); 3. Isaac Lugo (Kaw); 4. Michael Herrera (Kaw); 5. Jake Thomas (Kaw).
60 (7-11): 1. Brad Masters (Kaw); 2. Chase Takacs (KTM); 3. Steven Cerda (KTM).
80 BEG: 1. Justin Herrmann (Yam); 2. Matt Walso (Yam); 3. R.T. Underwood (Hon); 4. Kurtis Knowles (Hon); 5. Javier Rodriguez (Suz).
80 (7-11): 1. Marc Abernathy (Hon); 2. Anthony Charette (Yam); 3. Weston Peick (Suz); 4. Kyle Adams (Kaw); 5. Matthew Adams (Hon).
80 NOV: 1. Bobby Romero (Yam); 2. David Myers (Hon); 3. Justin Smith (Kaw); 4. Brandon Ellingsen (Hon); 5. Mark Abernathy (Hon).
80 INT: 1. Dustin Watson (Suz); 2. Josh Navarro (Kaw).
S/MINI: 1. Dustin Watson (Suz); 2. Josh Navarro (Kaw); 3. Bobby Romero (Yam); 4. Joey Navarro (Kaw); 5. Brandon Ellingsen (Kaw).
125 BEG: 1. Chad Clabaugh (Yam); 2. Radovan Pantovich (Kaw); 3. James Marries (Yam); 4. Ryan Roberts (KTM); 5. Steven Clabaugh (Hon).
125 NOV: 1. Derek Chase (Yam); 2. John Hopkins (Yam); 3. Greg Chimits (Yam); 4. Brandon Hamlett (Hon); 5. Jon Myers (Kaw).
125 (12-15): 1. John Hopkins (Yam); 2. Pete Scully (Yam); 3. Gary Motshagen (Yam).
125 (16-25): 1. Joshua Fink (Hon); 2. Radovan Pantovich (Kaw); 3. Joshua West (Yam); 4. James Marries (Yam).
125 INT: 1. Joshua West (Yam); 2. Steve Yurkovic (Kaw); 3. Geoff Walters (Yam).
125 OPEN: 1. Derek Chase (Yam); 2. Carl Chase (Yam); 3. Byron Kukla (Suz); 4. Randy Armon (Hon); 5. Sean Thornton (Kaw).
250 BEG: 1. Kevin Yost (Yam); 2. Mike Hopster (Kaw); 3. Ricky Graves (Kaw); 4. Robert Hentzen (Yam); 5. Jared Martinez (Kaw).
250 NOV: 1. David Fox (Suz); 2. Carl Chase (Yam); 3. Larry Sutton (Yam); 4. Brad Millikan (Kaw); 5. Liel Mattson (Hon).
250 INT: 1. Sean Thornton (Kaw); 2. Daniel Nichols (Kaw).
250 PRO: 1. Chris Wheeler (Suz).
VET BEG: 1. Randy Armon (Hon); 2. Frank Hamlett (Hon); 3. Paul Ellingsen (Suz); 4. Rick Cheshire (Yam); 5. Dean Herrera (Suz).
VET NOV: 1. Christian Carpenter (Yam); 2. Greg Meyers (Kaw); 3. Scott LaRosh (Hon); 4. John Willis (Hon); 5. Ron Howell (Suz).
VET INT: 1. Rudy Sevilla (Hon); 2. Les Abernathy (Kaw); 3. Andre Stowe (Suz).

Survival at Second Creek Road Race

By Kurt von Ahnen

DENVER, CO, JUNE 14

Bad weather and a rough track surface provided spills for the riders and thrills for the fans, while Josh Graham landed his second consecutive win in the Race of the Rockies at the fifth round of the MRA Road Race Series, held at Second Creek.

It started out with a bang as the flag was thrown and the top racers in the region flew into a wet turn one. Rain had come and gone throughout the day, fostering a false sense of security among the riders. YZF1000-mounted Dan Turner had the lead going into turn one, with Graham just to his outside on his rear wheel. Ricky Orlando, who is rumored to be going to Laguna Seca to ride in the World Superbike class, came in on the inside of Turner. The incident was labeled as "racing" but left Turner tumbling and scraping on the pavement.

The fans were on their feet, many expecting a red flag. Orlando was in the lead as Graham followed in hot pursuit for the first half of the event around the 1.75-mile, paved "jeep trail." Ryan Burke enjoyed a fantastic ride at his home track, running a smooth third, while Doug Vickery ran a distant fourth. Bobby Miosek, the first of the middleweight riders, rode a steady fifth place. The odd sight was Ryan and Dennie Burke, who were separated on the track - they usually seem to ride one-two. At the beginning of the event, Dennie Burke was as far back as 11th, but he managed to work his way up to a strong seventh.

During the 16-lap event, the weather cleared considerably and it was up to the riders to determine how far they could wick it up. The already technical layout of the circuit, combined with the rough finish and pavement transitions, made for eventful viewing as bikes careened off the edge of the track in turn one and in the "Rat's Nest" (a 180-degree, first-gear, left-handed turn, apexed through a concrete patch). However, the MRA safety crew kept up their high standards, and they kept the racing line relatively safe.

Nearing the second half of the race, the speeds picked up and Graham was pressuring Orlando for the lead. The front brakes were being used with precision as the fans were distracted by the chattering sound of the rear wheels hopping over the bumps. Graham made a successful pass and made it stick by placing lappers between himself and Orlando. Ryan Burke provided ample entertainment in turn one as he also followed the leaders with close passing, standing the lappers up in the turn.

In the end, it was Graham taking the win over Orlando, and it was Dan Turner with the new track record for the day. **EN**

Results

F-3: 1. Dave Cook (Hon); 2. Tracy Schram (Hon); 3. Tony Baker (Hon); 4. John Beldock (Hon).

F-2: 1. Jurgen Wimbauer (Yam); 2. Scott Smith (Yam); 3. Silbanio Trujillo (Yam); 4. Mark Erickson (KTM); 5. Louis Otto (Yam).

S/TW GTU: 1. John Fisher (Duc); 2. Jerry Anderson (Hon); 3. Alexander Sandy White (Kaw); 4. Louis Otto (Yam); 5. Ray Farrell (Nor).

S/TW GTO: 1. Jon Glaefke (Suz); 2. Matt Spencer (Duc); 3. Selwyn Spray (Suz); 4. Sean Barry (Duc); 5. Steve Midgley (Duc).

L/W S/BK: 1. Pedro Bravo (Yam); 2. Jurgen Wimbauer (Yam); 3. Steve Donovan (KTM); 4. Mark Erickson (KTM); 5. Michael Jos Kludt (Yam).

MDRN VINT GTU: 1. Pedro Bravo (Yam); 2. Jim Marchbank (Yam); 3. Michael Jos Kludt (Yam); 4. Alexander Sandy White (Kaw); 5. Chuck Shettline (Yam).

MDRN VINT GTO: 1. Waldo Paul (Yam); 2. Kurt von Ahnen (Suz); 3. Norman Lastovica (Duc); 4. Karl E. Frakes (Hon); 5. Brad L. Dirnberger (Yam).

NOV GTU: 1. Tom Varga (Kaw); 2. Danny Anderson (Hon); 3. Robert Christman (Hon); 4. Don E. Bruner (Kaw); 5. Michael Coulter (Yam).

NOV GTO: 1. Tom Varga (Kaw); 2. John Carver (Suz); 3. Robert Christman (Hon); 4. Don E. Bruner (Kaw); 5. Selwyn Spray (Suz).

AM GTU: 1. Eric Engen (Kaw); 2. Tom Varga (Kaw); 3. Jef Morgan (Hon); 4. Robert Christman (Hon); 5. Danny Anderson (Hon).

AM GTO: 1. Rick Ehmann (Suz); 2. Eric Engen (Kaw); 3. Mary Rosencrans (Kaw); 4. Robert Christman (Hon); 5. Danny Anderson (Hon).

M/W S/SPT: 1. Justin Savage (Suz); 2. Bobby Miosek (Hon); 3. Eric Engen (Kaw); 4. Leslie Richard Gerber (Suz); 5. Scott McRoberts (Kaw).

M/W S/BK: 1. Bryan Chesser (Hon); 2. Bobby Miosek (Hon); 3. Justin Savage (Suz); 4. Scott McRoberts (Kaw); 5. Jef Morgan (Hon).

H/W S/SPT: 1. Dennie Burke (Suz); 2. Ryan Burke (Suz); 3. Bryan Chesser (Hon); 4. Brad McKiernan (Suz); 5. George St. John (Suz).

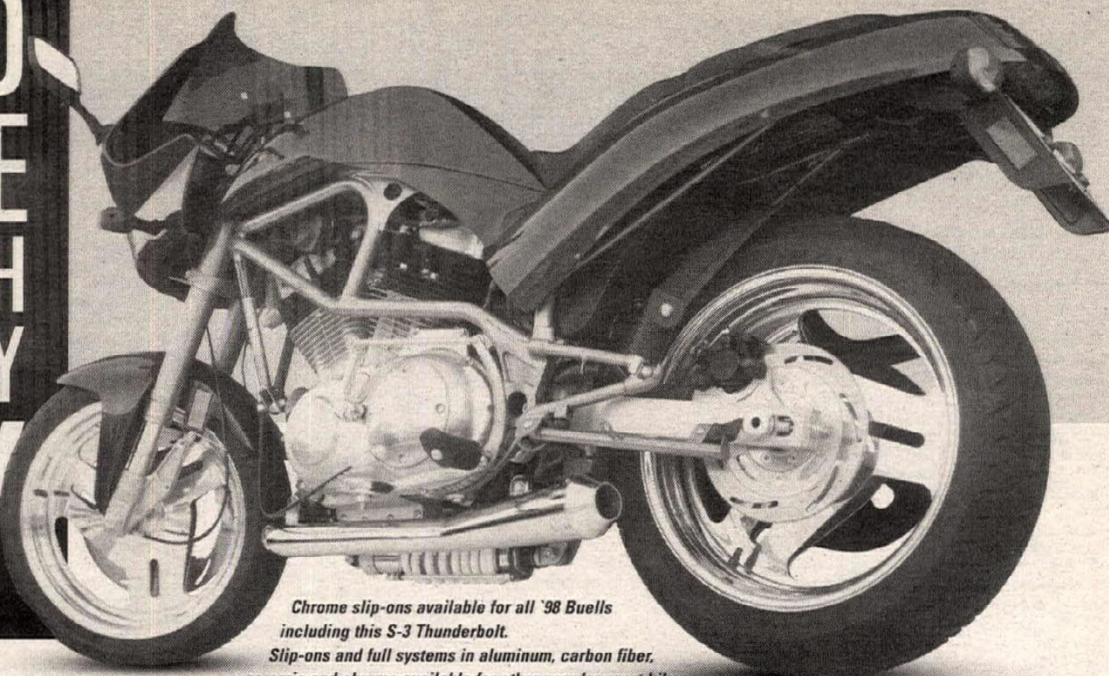
H/W S/BK: 1. Ricky Orlando (Kaw); 2. Doug Vickery (Yam); 3. Jon Glaefke (Suz); 4. Russell Strobbridge (Kaw); 5. Ryan Burke (Suz).

OPEN S/SPT: 1. Brad McKiernan (Suz); 2. Martin Sims (Yam); 3. Jon Glaefke (Suz); 4. Kurt von Ahnen (Suz); 5. Dennie Burke (Suz).

OPEN S/BK: 1. Dan Turner (Yam); 2. Josh Graham (Yam); 3. Doug Vickery (Yam); 4. Aaron Turner (Suz); 5. Jeff Ahner (Suz).

RACE OF THE ROCKIES: 1. Josh Graham (Yam); 2. Ricky Orlando (Kaw); 3. Ryan Burke (Suz); 4. Doug Vickery (Yam); 5. Bobby Miosek (Hon).

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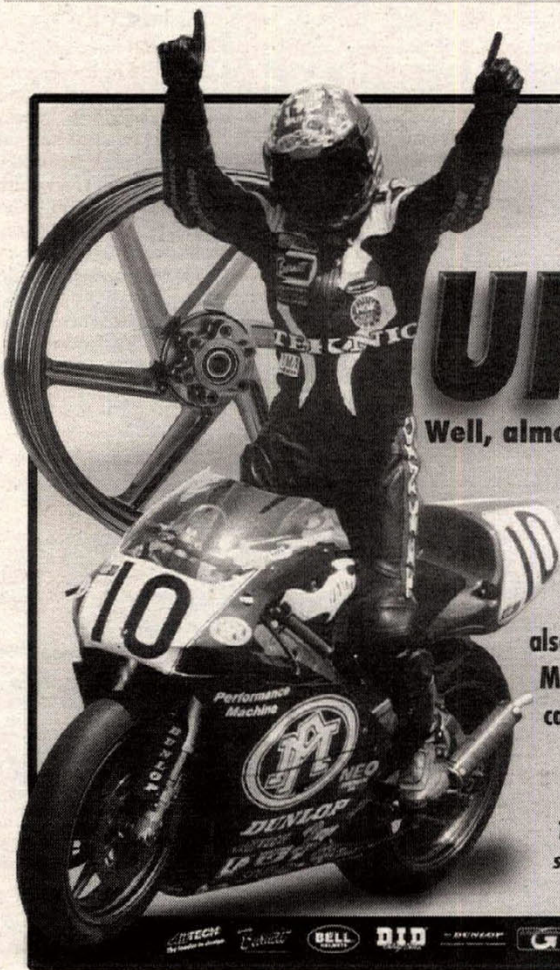
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RESULTS

Stadium Motocross Western Reserve MC Salem, OH May 16, 1998 By Ken Cartwright

JR P/W	
Vincent Olenick	Cob
Scott Ferry Jr.	Cob
Robbie Riden	Yam
Terrance Moore	KTM
Brandon Courtney	Yam
SR P/W	
Scott Dye	Cob
Mike Blauman	KTM
Travis Coleman	Yam
Tim Rager	Yam
60	
Sam Isabel	Kaw
John Szymanski	Kaw
Billy Bays	Kaw
Pat Whitman	Kaw
Cody Jones	Kaw
JR MINI	
A. J. Hattery	Suz
Lee Westover	Yam
Alex Gall	Kaw
Randell Fellows	Yam
Ty Bickle	Suz
SR MINI	
Mike Tolliver	Suz
Adam Jones	Hon
Mike Jameson	Yam
Scott Cartwright	Kaw
Jacob Kelley	Suz
S/MINI	
Adam Jones	Hon
Mike Tolliver	Suz
Tim Rager	Yam
A. J. Hattery	Suz
Ty Bickle	Suz
SCHBY	
Jeff Smith	Kaw
Matt Tolliver	Suz
Joe McKenney	Yam
Nathaniel Lasky	Suz
Scott Cartwright	Kaw
125 B	
Jack Howell	Suz
Dan Nicora	Suz
Dale Pritchard	Yam
Shelly Kann	Yam
Kevin Evans	Hon
125 C1	
Shane Gieckner	Yam
Ben Ort	Kaw
Wayne Coffield	Hon
Matt Tolliver	Suz
J.R. Patterson	Yam
125 C2	
David Younglis	Suz
Dan Pade	Hon
Branden Irwin	Kaw
Todd Decker	Yam
Mike Cristof	Hon
250 B	
Jack Howell	Suz
Shaun Tuttle	Yam
Harold Eddy	Yam
Bryan Santee	Suz
Steve Frank	Kaw
250 C	
Mike Zabala	Kaw
Shaun Gieckner	Yam
Bill Gorby	Hon
Joey Willmot	Hon
Ron Mora	Suz
H/W MNY	
Jason Rogers	Yam
Kevin Gnapp	Hon
L/W MNY	
Bryan Bellinger	Yam
Jason Rogers	Yam
Dale Pritchard	Yam
Jeff Maderitz	Suz
Tony Marzano	Yam
25+	
Kevin Gnapp	Hon
Terry Jones	KTM
Trent Bartolotti	Hon
William Fruska	Yam
Shaun Kessler	Hon
SR 1	
John DelBaso	Hon
Mike Sibala	Kaw
Terry Jones	KTM
Aaron Riden	Yam
William Fruska	Yam
4-STRK	
William Domers	Hon
Bob Dismar	Hon
BMBR	
Scotty Hays	Hon
Mike Pozega	Yam
EXTRA	
Tony Marzano	Yam
Nate Glista	Suz
Wayne Coffield	Hon
Cody Coy	Hon
Harold Eddy	Yam

Motocross	
LGMX Spring Series	
Glen Helen Raceway	
San Bernardino, CA	
April 12	
By Judy Maday	
P/W 50 STRTR	
Tyler Smith	Yam
Marcus Ellison	Lem
P/W S/STK (4-6)	
Cody Farrar	KTM
Leo Quintanilla	KTM
P/W S/STK (7-9)	
Garrett Lilly	KTM
Tanner Robertson	KTM

Marcus Carrillo	Lem
P/W OPEN MOD	
Cody Farrar	KTM
Garrett Lilly	KTM
Marcus Carrillo	Lem
60 STRTR	
Jon Stains	Kaw
Max Alatorre	Kaw
60 BEG	
Kyle Cowling	Kaw
Myles Nall	Kaw
Jason Endo	Kaw
60 OPEN	
Mark Priscelle	Kaw
Myles Nall	Kaw
Roberto Jiron	Kaw
Jason Endo	Kaw
Phillip Aube	Kaw
80 BEG	
Jess Albrecq	Kaw
Travis Mehterian	Hon
Steven Hoyle	Hon
Matt Veltri	Yam
Kasey Morris	Kaw
80 NOV	
Edward Herring	Kaw
Don Gritton	Kaw
Matt Gomez	Kaw
Jared Minot	Hon
60 INT	
Vincent Rhoads	Yam
Pablo Quintanilla	Kaw
Andre Quintanilla	Kaw
80 EX	
Matias Sache	Kaw
125 BEG	
Jeff Ramboldt	Hon
Jordan Burroughs	Suz
Jason Pennington	Yam
Billy Dillenberger	Hon
Jason Meadows	Yam
125 NOV	
Luciano Quintanilla	Yam
Mike Meadows	Yam
Chris Barrett	Suz
Colin Morrison	Yam
Rodrigo Quintanilla	Yam
125 INT	
Jeremiah Israel	Yam
Dusty Walters	Yam
R.J. Thompson	Kaw
Joel Nelson	Yam
Matt Armstrong	Yam
250 BEG	
Jared Scoggin	Hon
Chuck S. Romain	Kaw
Dennis Wagoner	Yam
Dawson Leachman	Suz
Neil Chisholm	Hon
250 NOV	
Jason Marcus	Yam
Luciano Quintanilla	Yam
Chris Barrett	Suz
Mike Meadows	Yam
Mike Embry	Yam
250 INT	
Jeremiah Israel	Yam
Jason Wood	Suz
Jimmy Bateson	Kaw
Colin Yates	Hon
Matt Harris	Kaw
250 PRO	
David Pingree	Hon
Brock Sellards	Hon
Casey Johnson	Kaw
Kelly Andris	Kaw
Tommy Johansson	Kaw
30+ BEG	
Jim Roth	CCM
San Rodriguez	Yam
Dan Leahy	Kaw
Douglas Lovett	Suz
Jeff Walton	Hon
30+ NOV	
Jeff Pennington	Yam
Phillip Taboaka	Yam
Dave Rodriguez	Hon
Jon Merrifield	Suz
Conrad Brooks	Suz
40+ BEG	
Mark Broneau	Hon
Reid Franke	Yam
Tim Williams	Kaw
40+ NOV	
Kirk Lukrofta	Hon
Chris Cumbo	Yam
Paul Roady	Kaw
Jim Masters	Kaw
Ray Simmons	Hon
40+ INT	
Conrad Brooks	Suz
George Jimenez	Kaw

Motocross	
Western Reserve MC	
Salem, OH	
April 19	
By Ken Cartwright	
JRP/W	
Scott Perry	Cob
Joey Hahn	KTM
Tony Gallo	KTM
Vincent Olenick	Cob
Ryan Lucas	KTM
SR P/W	
Michael Blauman	Cob
Kimberly Kocher	Cob
Scott Dye	Cob
60	
Carl Emshoff	Kaw
Joe Rice	Kaw
Ryan Armitage	Kaw
Sam Isabel	Kaw
Brandon Talkington	Kaw
JR MINI	
Jerad Meister	Hon

Jerad McKay	Hon
Greg Kaminski	Yam
Ty Bickle	Suz
Drew Wilcott	Hon
SR MINI	
Tyson Leggett	Kaw
Scott Cartwright	Kaw
Jesse Miller	Yam
Greg Myers	Kaw
Mike Lucas	Hon
S/MINI	
Tyson Leggett	Kaw
Scott Watkins	Kaw
Todd Sinclair	Kaw
Scott Darling	Yam
Greg Myers	Kaw
SCHBY	
Casey Emshoff	Suz
Jeff Smith	Kaw
Matt McKay	Hon
Joe McKenney	Yam
WMN	
Jennifer Freese	Suz
125 B	
Cole Calkins	Kaw
Matt Novosel	Hon
Dean Woolf	KTM
Blake Leavitt	Suz
Jason Pahanish	Suz
Nick Volk	Yam
125 C	
Jeff Ricker	Hon
Tony Louiver	Kaw
Nate Glista	Suz
Dan Pade	Hon
Don Witherstine	Hon
250 B	
Jason Pahanish	Hon
Trevor Kirven	Kaw
Bo Bowman	Suz
Steve Pfaff	Kaw
Bryan Santee	Suz
250 C	
Jerry Deal	Hon
Chuck Bingham	Hon
Chad Esposito	Yam
Brian Bud	Hon
Bill Gorby	Hon
OPEN B/C	
Neal Davis	Yam
Billy Farmer	KTM
Andy Scypta	Hon
Dan Morgan	KTM
John Pappa	KTM
L/W MNY	
Jimmy Jarrett	Kaw
Jason Pahanish	Suz
Brent Centofani	Suz
H/W MNY	
Jimmy Jarrett	Kaw
Kevin Gnapp	Yam
VINT	
Ray Weir	CZ
John Hemmann	CZ
Chris Barrett	Hon
Joe Kines	CZ
Chuck Emery	CZ
Will Seckulich	Mai
25+	
Kevin Gnapp	Hon
Trent Bartolotti	Hon
Mike Venezia	Yam
SR 1	
Johnny Young	KTM
Dean Woolf	KTM
Curt Baldwin	Yam
Mark Bickle	Suz
Mike Mungo	Suz
SR 2	
Gary MacVich	Suz
Dan Morgan	KTM
Mike Heaney	Suz
Lee Stere	Yam
Lonnie Wells	KTM
S/STK	
Phil Andrews	Kaw
Frank Erbe	Yam
4-STRK	
Neal Davis	Yam
Scott Morrisen	Yam
Ned Barnett	Yam
BMBR	
Adam Wayne	Hon
Tony Matola	Yam
Mike Sinclair	Kaw
Trent Malone	Hus
EXTRA	
John Schwendiman	Kaw
Ryan Oprandi	Kaw
Aaron Clark	Yam

Short Track	
Jackpine Gypsies	
Short Track	
Jackpine Gypsies MC	
Sturgis, SD	
May 16	
By Penny Ladner	
50P/W	
L.N. Waggener	Kaw
Zach Kinzler	Suz
D.J. Brink	KTM
40+	
Joshua Sherman	Hon
Greg Hermansen	KTM
60 P/W	
Steele Bendigo	Kaw
L.N. Waggener	Kaw
D.J. Brink	KTM
125 NOV	
Pat Mahan	Hon
Nick McDougall	Hon
80 AM	
Jacob Keierleber	Hon
L.N. Waggener	Kaw
D.J. Brink	Cob
250 PRO	
Cory Brink	Hon
Perry Bick	Rtx
Terry Rymer	Yam
Eric Flatmo	Hon
Jamie Vollmer	Yam

600 AM VINT	
Dan Hensersen	Yam
Tom Rounds	Yam
Rick Wiczorek	Yam
600 PRO	
Cory Brink	Hon
Matt Burge	Yam
Mark Larvie	Rtx
Mike Opstedahl	Hon
OPEN PRO	
Mark Larvie	Rtx
Matt Burge	Yam
Pat Schieffer	BSA
Cory Brink	Yam
Terry Rymer	Yam

Motocross Ace MX Modena, NY May 24

P/W (4-6)	
Ryan Blizzard	Cob
Matt Smith	KTM
Steve Parrish	KTM
Lole Wilson	Cob
Blake Leavitt	KTM
P/W (7-8)	
Garrett Wilson	Cob
Michael Stryker	Cob
Charles Fox III	Cob
Justin Murphy	KTM
Nick Palazzolo	Lem
P/W - SUZ & YAM	
Ryan Weimann	Yam
Joshua Price	Suz
Joshua Clark	Suz
Lorey Price	Yam
Terrance Parson	Yam
60	
Robert Johnson	Kaw
Kyle Hutson	Kaw
Ryan Blackburn	Hon
Michael Stryker	Hon
Mark Lindsay	Kaw
JR MINI	
Ryan Mills	Suz
John Lawrence	Kaw
Robert Johnson	Kaw
David Stieritt	Kaw
Ryan Wilson	Yam
SR/MINI	
Guilherme Semenach	Yam
Felix Delmoral	Kaw
Mike Leavitt	Kaw
Mark Trimarchi	Yam
Ryan Sheehan	Hon
S/MINI	
Ryan Mills	Suz
Guilherme Semenach	Yam
Felix Delmoral	Kaw
Mark Trimarchi	Kaw
John Lawrence	Kaw
4-STRK	
Justin Barnes	Yam
Mike Irons	Yam
Frank Murphy	Yam
SCHBY	
Dave Ginolfi	Kaw
Ken Rand Jr.	Yam
Dave Baltrush	Suz
Elio Pereira	Hon
Darrell Ruopp	Yam
CLGBY	
Greg Goldfuss	Yam
Jeff Koenig	Suz
Brandon Garrett	Suz
Mark Waldele	Yam
Mike DesRosiers	Suz
25+ AM	
Mike Bracht	Suz
Derick Swanson	Hon
Mark Pompeo	Kaw
Ray Doebl	Kaw
John Gustafson	Kaw
25+ EX	
Mike Spear	Suz
Carlo Coen	Suz
Tom Bruno	Yam
Rich Koretsky	Yam
Harry Grant	Kaw
30+ AM	
Tom Bates	Kaw
Derick Swanson	Hon
Tom Stinson	Kaw
Pablo Toribo	Yam
Darren Foss	Kaw
30+ EX	
Mike Spear	Suz
Tom Bruno	Yam
Rich Koretsky	Yam
Chris Clark	Kaw
Robert McGuire	Hon
35+	
Mark Costa	Kaw
Chris Walsh	Suz
Joseph Fritz	Hon
Tom Stinson	Kaw
Tom Bates	Kaw
40+	
Stephen Germano	Yam
Mark Mercadante	KTM
Jeff Thompson	Hon
Joseph Trimarchi	Yam
Glen Herbert	Suz
125 NOV	
Pat Mahan	Hon
Chris Niosi	Suz
Charles Schneider	Suz
Marc Divito	Hon
Tom Stinson	Suz
125 AM	
Mark Waldele	Kaw
Ken Rand	Yam
Wayne Frie	Yam
Dave Ginolfi	Kaw
Steve Verven	Suz

125 EX	
Carlo Coen	Suz
Eric Reilly	Suz
Keith Troccoli	Yam
Steve Katsanevakis	Yam
Scott Phelps	Hon
250 NOV	
Wesley Rebisz	Kaw
Ehren Deppert	Yam
James Wakley	Kaw
Don Hopkins	Suz
Andrew Goerlitz	Yam
250 AM	
Paul Corey	Yam
Mike Bracht	Suz
Wayne Tomlins	Kaw
Frank Pasquale	Hon
Brandon Garrett	Suz
250 EX	
Mike Spear	Suz
Carlo Coen	Suz
Keith Troccoli	Yam
Tom Bruno	Yam
James Knapp	Yam

Motocross Northeast Classic Series, Round 2 Broome-Tioga Sports Center Binghamton, NY May 17

May 17
By Bill Canaguier

P/W
N. Luu
C. Brockway
A. Bevard
M. Geier
S. Pierce
50 (4-6)
R. Blizzard
M. Meiterman
N. McPhee
A. Peregrin
B. Leavitt
50 (7-8)
B. Meier
S. Hackley
J. Zenzillo
M. Stryker
G. Wilson
JR MINI 60
M. Dougherty
J. Weller
R. McKenyon
B. Meier
B. Murphy
JR MINI 80
J. Weller
M. Dougherty
M. Eastman
B. Murphy
S. Hunter
SR MINI
M. Leavitt
P. Veracka
D. Burlew
J. Utberg
C. Celatt
SR MINI NOV
J. Ayres
C. Smith
N. Ano
L. Stein
C. Narosky
125 SCHBY
P. Veracka
D. Ginolfi
S. Bartholf
J. Cook
R. O'Malley
CLGBY
C. Hunter
J. Oechsle
J. Hargett
J. Gattari
M. Patteson
125 AM
S. Bartholf
M. Dougherty
D. Ginolfi
J. Cook
C. Day
125 NOV
J. Courmoyer
M. Veracka
J. Santoro
J. Rosenkrans
T. Kudlick
125 EX
P. Carpenter
T. Wallace
D. Plotts
B. Stratton
A. Day
250 OPEN AM
C. Hunter
M. Francis
J. Oechsle
C. Sirjane
P. Buck
250 OPEN NOV
J. Bierly
S. Ray
C. Campbell
B. Dick
R. Allen
250 EX
P. Carpenter
T. Wallace
B. Stratton
A. Day
C. Dickson
25+ AM
J. Armstrong
A. Payne

Joseph Garboski	Yam
600 PRO	
Phil Libhart	Rtx
Rick Winslett	Rtx
Barth Bastian	Rtx
Georgie Price	KTM
Shawn Clark	Rtx
750 A	
Brian Eckhart	Tri
Mike Keane	Yam
Nick Taylor	Yam
750 PRO	
Roy Miller	H-D
George Richtmeyer	Tri
Phil Libhart	Tri
Aaron Schied	H-D
Mark Miller	H-D
30+	
Bob Sweeten	H-D
Chuck Wager	Rtx
John Henderson	Rtx
Bill Bromley	Rtx
Ted Marczyk	
40+	
Brian Eckhart	Rtx
Steve Wilson	Rtx
Jim Chapman	Rtx
John Davis	Hon
David Higgins	Suz
SPTS MN	
Phil Libhart	Rtx
Will Russell	Rtx
Ben Miller	Yam
VINT SR	
William Berger	
Gig Hamilton	
Peter Wajda	
Gary Brennan	
Jim Challingsworth	
VINT DINO	
Craig Breckon	
Leo Jovanovich	
William Worthington	
VINT CLSSC 250	
William Berger	
Carl Forkey	
David Heberling	
John Bova	
Tom Baker	
VINT 250 SPTS MN	
John Plumb	
Dave Scheffer	
George Richtmeyer	
Darryl Jakubowski	
Tom Norton	
VINT 750 SPTS MN	
George Richtmeyer	
John Plumb	
Mike Scott	
Arnie Mahnke	
Brian Eckhart	
VINT 251-600	
Gig Hamilton	
Craig Breckon	
Peter Wajda	
Doug Horner	
Blaine Hugney	
VINT 500-700 CLSSC	
George Richtmeyer Jr.	
Craig Breckon	
Richard Coates	
Rusty Lowry	
VINT VET	
Mike Scott	
Craig Breckon	
Bill Allen	
James Way	
John Johnson	

Motocross	
Galion Sunset	
Ramblers	
Galion, OH	
June 7	
By Michael Davis	
50	
Ben Rossman	KTM
Ryan Titus	KTM
Brandon Weber	Yam
E. Ian Anderson	KTM
Jacob Webb	Yam
60	
Ben Kandel	Yam
Cody Anderson	Kaw
Tracy Mosier	Kaw
Brach Collins	Kaw
MINI JR	
Dustin Booker	Hon
Zach Geuy	Kaw
Cody Anderson	Hon
Matt Gove	Hon
Drew Brenner	Hon
MINI SR	
Nicholas Mowry	Hon
Andy Kandel	Kaw
Chuckie Smith	Hon
Jonathan Shepherd	Kaw
Brian Basehart	Hon
SCHBY	
Jimlie Fox	Hon
Nicholas Mowry	Hon
Jake Morningstar	Yam
Jonathan Shepherd	Kaw
Zach Campbell	Yam
125 B	
Brian Crist	Hon
John Kinnamon	Suz
Jimlie Fox	Hon
125 C	
Mark Marker	Kaw
Brian Wortman	Suz
Jessie Wiggins	Hon
Matthew Bonness	Yam
Scott Shatzer	Hon
250 B	
Bobby Ballinger	Yam
Jake Barlow	Suz

Troy Schlereth	Hon
250 PRO	
Troy Hoffer	Suz
250 C	
Jeff Slaton	Suz
Jeff Thomas	Suz
Denny Kidwell	Yam
Steve Swartz	Kaw
Danny Mason	Yam
250 2-STRK B	
Mike Procter	Hon
Michael Heileman	Yam
Todd Shaffer	Hon
Tim Easter	Yam
250 4-STRK B	
Steve Clements	Hon
Tom McGugin	Hon
Troy Easter	Yam
30+	
Troy Schlereth	Hon
Mark Marker	Kaw
Joe Anderson	Yam
BMBR	
Randy Bostic	Yam
Mike Davis	Hon
Jeremiah Moon	Hon
EXTRA	
RYAN Lutz	Yam
Brad Snyder	Yam
Jeff Willis	Suz
Bobby Ballinger	Yam
Jake Barlow	Suz

Motocross	
26th Annual Texas	
Serier	
Series Valley, TX	
Final Standings, 1998	
TEENY MINI MOD	
Logan Melton	Lem
Corey Self	Lem
Elizabeth McFarland	Cob
Joseph Marburger	Cob
Kyle Cunningham	
TEENY MINI STK	
Logan Melton	Lem
Corey Self	Lem
Elizabeth McFarland	Cob
Channin Tankersley	KTM
Cory Perdue	KTM
MINI MINI MOD	
Andrew Jansing	Yam
Shane Squires	Yam
Brandon Seidler	KTM
Chris Hammond	Kaw
Ronny Jackson	Kaw
MINI MINI STK	
Brandon Seidler	KTM
Jay Shandy	Kaw
Logan Melton	Kaw
Cody Allison	Kaw
Ronny Jackson	Kaw
MINI/BK BEG	
Andy Allison	Yam
Marcus Fomby	Hon
Miles Landry	Hon
Cory Graham	Hon
Marcus Wadley	Kaw
MINI JR (7-11)	
Bryan Zachary	Kaw
Andrew Jansing	Yam
Chris Rensink	Yam
Steven McFarland	Kaw
Shane Squires	Yam
MINI SR (12-13)	
James Marshall	Kaw
Bradley Mikolas	Hon
Brandon Fulton	Kaw
Chance Staggs	Kaw
Jonathan Kerr	Kaw
MINI SR (14-16)	
Adam Mennenga	Kaw
Jeremy Durrett	Kaw
Geoffrey Mayfield	Yam
Ryan Haring	Hon
Chris Sieg	Yam
MINI OPEN (7-16)	
Adam Mennenga	Kaw
James Marshall	Kaw
Ryan Haring	Hon
Bradley Mikolas	Hon
Bryan Zachary	Kaw
125 BEG	
Gabriel Beardsley	Kaw
Guillermo Munoz	Kaw
Chris Landry	Hon
Broderick Williams	Yam
Adam Landry	Hon
125 NOV	
Shane Dougherty	Kaw
Nathan York	Hon
Jason Gaddis	Kaw
Justin Toole	Yam
Michael Pray	Kaw
125 INT	
Beau Boynton	Kaw
Nathan Hale	Yam
Dwain Carter	Hon
Mark Thompson	Yam
Tyler Shandy	Yam
125 EX	
Cole Brown	Yam
Antonio Coello	Kaw
Josh Demuth	Kaw
Michael Peacock	Kaw
Jason Echhoff	Kaw
125 OPEN	
Beau Boynton	Kaw
Mark Thompson	Yam
Nathan York	Hon
Tyler Shandy	Yam
Derek Gerdes	Kaw
250 BEG	
Lee Whaley	Yam
Douglas Cucovatz	Hon
Kenneth Griswold	Kaw
Mark Jackson	Kaw
Alan Kruse	Yam

250 NOV	
Dwayne Rowan	Kaw
Ryan Shoaf	Yam
Chad Haney	Kaw
Rocky Fleming	Yam
Barry Tuttle Jr.	Kaw
250 INT	
Beau Boynton	Kaw
Dwain Carter	Yam
Nathan Hale	Yam
Darin Stubbs	Kaw
Ryan Wallace	Kaw
250 EX	
Dave Shade Jr.	Yam
Cole Brown	Yam
Antonio Coello	Kaw
James Skinner	Suz
Scotty Rice	Hon
250 OPEN	
Wesley Brown	Kaw
Darin Stubbs	Kaw
Brian Walker	Kaw
Jason Escobedo	Suz
Barry Tuttle Jr.	Kaw
OPEN	
Mike Klement	KTM
Ray Jennings	Kaw
Keith Snyder	Hon
Ryan Shoaf	Yam
Harold Jansing	Yam
25+ NOV	
Dwayne Rowan	Kaw
Gary Gorham	Yam
Dennis Hauer	Kaw
Terry Goetz	Hon
Edward Escobedo	Suz
25+ INT	
Tom Hudson	Kaw
Randy Neren	Hon
Russell Schooley	Hon
Todd Heemsbergen	Kaw
Bobby Meche	Hon
25+ EX	
Dave Shade Jr.	Yam
James Skinner	Suz
Billy Morrison	Kaw
Grayson Goodman	Kaw
Jeff Case	Hon
30+ NOV	
Preston Klutts	Kaw
Shannon Stockwell	Suz
Brad Greigrey	Kaw
Terry Goetz	Hon
Don Lagrone	Yam
30+ INT	
Ray Jennings	Kaw
Tom Hudson	Kaw
Randy Neren	Hon
Dave Lux	Kaw
Russell Schooley	Hon
30+ EX	
Mike Klement	KTM
Jeff Case	Hon
Michael Keating	Suz
Shawn Martin	Hon
40+	
Steve McCombs	Yam
Lester Knight	Hon
Jeff Haney	Hon
Kenneth Griswold	Kaw
Peyton Treadwell	Hon
LDS	
Jacki Hudson	Kaw
Kristi Myers	Kaw
Heather Howard	Suz
Kristy Shealy	Kaw

Motocross	
Diamondback MX	
Modena, NY	
June 7	
By Laura Barnes	
P/W (4-6)	
Cody Flach	Cob
Matt Smith	KTM
Jesse Kuzbyt	Cob
Terrance Parson	Lem
Ryan Fitzsimmons	KTM
P/W (7-8)	
Henry Rojas	Cob
Ryan Weimann	Hon
Joseph Bardi	Cob
Justin Murphy	KTM
Craig Vosburgh	Lem
P/W SUZ & YAM	
Corey Price	Yam
Ryan Weimann	Yam
Nicolas Price	Yam
Joshua Clark	Yam
Nicky Mason	Yam
60	
Robert Johnson	Kaw
Phillip Nicoletti	Kaw
Kyle Hutson	Kaw
Jason Lapishki	Kaw
Joseph Bardi	Kaw
S/MINI	
Guilherme Semanach	Yam
Felix Delmoral	Kaw
John Lawrence	Kaw
Ryan Sheehan	Hon
Keith Chapman	Kaw
JR MINI	
John Lawrence	Kaw
Robert Johnson	Kaw
Phillip Nicoletti	Kaw
Jordan Crawford	Suz
Mike Hallinan	Kaw
SR MINI	
Guilherme Semanach	Yam
Felix Delmoral	Kaw
Ryan Sheehan	Hon
Dan McMahon	Yam
Brian Dempsey	Kaw
SCHBY	
David Baltrush	Suz
Ken Gennett	Yam
Elio Pereira	Hon
Ken Rand	Yam
Andrew Pingotti	Suz
CLGBY	
Steve Katzanekakis	Yam
Garry Boyce	Yam
Justin Barnes	Yam
Paul Corey	Yam
Tone Pedone	Suz
125 AM	
James DePatto	Yam
Ken Rand	Yam
Wayne Frie	Yam
Paul Corey	Yam
Bob Stravinsky	Suz
125 NOV	
William Smith	Kaw
David Melnichuk	Hon
Tom Stinson	Suz
William Dunbar	Suz
Chris Keeler	Hon
125 EX	
Eric Reilly	Suz
Carlo Coen	Suz
Steve Katzanekakis	Yam
Brad Batson	Suz
Scott Phelps	Hon
250 NOV	
Mario Gagliardi	Kaw
Ehren Deppert	Yam
Karl Bohn	Suz
David Driscoll	Hon
Phil Vesely	Suz
250 AM	
David Baltrush	Suz
Jason Tublewicz	Suz
Paul Corey	Yam
Mike Carey	Suz
Mike Chamberlain	Hon
250 EX	
Eric Reilly	Suz
Mike Spear	Suz
Ken Napolitano	Hon
David Olsen	Kaw
Garry Boyce	Suz
25+ AM	
Brian Gurrow	Yam
John Brady	Hon
Eric Anderson	Kaw
Derick Swanson	Hon
John Gustafson	Kaw
25+ EX	
Mike Spear	Suz
Carlo Coen	Suz
Keith Mann	Yam
Brad Batson	Suz
Chris Clark	Kaw
30+ AM	
Derick Swanson	Hon
Mark Fleming	Kaw
Mike Smith	Yam
Darren Foss	Kaw
Ray Cook Jr.	Yam
30+ EX	
Mike Spear	Suz

Dirt Track	
AMA District 3	
Accord Speedway	
Accord, NY	
May 30	
50 STK	
M. Weidman	Yam
M. Radley	Yam
J. Odendahl	Yam
0-65 MOD	
M. Weidman	Lem
M. Wagner	Act
J. Dickinson	Hon
60	
J. Dickinson	Kaw
J. Dickinson	Kaw
W. Wagner	Kaw
80	
A. Kvinaug	Hon
A. Carpinello	Kaw
J. Maroney	Hon
125	
M. Alexander	Yam
E. Kvinaug	Hon
J. Maroney	Hon
VINT L	
D. Schafer	H-D
R. Rector	Bul
M. Gualtieri	
VINT H	
W. Deleskiewicz	Tri
W. Walter	Yam
D. Schafer	Yam
250 AM	
R. Rector	Hon
R. Varno	Hon
M. Alexander	Yam
OPEN AM	
M. Stuart	Yam
J. Meier	Rtx
R. Rector	Hon
OPEN EX	
W. Adams	Rtx
K. Jacobsen	Hon
B. Newkirk	Hon
250 EX	
B. Weiss	Hon
W. Adams	Hon
J. Wagner	Hon

SR A	
J. Wagner	Hon
R. McGirr	Yam
SR B	
D. Torchio	Yam
J. Hutchinson	Kaw
F. Broshjeit	Yam
SPTS MN	
W. Adams	Rtx
K. Dahlin	Rtx
B. Weiss	Rtx

Motocross	
Sprout Patch	
Billings, MO	
June 13	
50 (4-6)	
Forrest Allen	Yam
Ryan Rector	Yam
Isaac Schilling	Yam
Aaron Cross	Yam
Tyler Blattel	Yam
Adam Beauvais	Yam
125 JR	
Mike Evans	Suz
Jason Zuhlike	Kaw
Derek Braun	Suz
Jerry Barnowski	Yam
Michael Pecora	Suz
125 INT	
Justin Scullen	Suz
Ryan Shimm	Yam
Josh Lentz	Suz
James Sockrider	Hon
Cassidy Anderson	Yam
125 PRO	
Steve Garnett	Kaw
Marlo Painter	Hon
Kipp Posey	Yam
Brad Frampton	Yam
Robbie Taft	Suz
250 BEG	
Derek Pearson	Yam
Darren Bodily	Yam
Travis Woods	Hon
Jason Brogotti	KTM
Travis Moser	Yam
250 JR	
Jake Halpin	Yam
Thad Jones	Hon
Stuart Mulanix	KTM
Stephen Crane	Kaw
Chad Wheatley	Hon
250 INT	
Pete Roberts	Yam
Joel Petersen	Yam
Jeremy Paget	Suz
Todd Miller	Hon
Joel McKinney	Yam
Dusty Hall	Yam
Sean Beck	Yam
250 NOV	
Brandon Baty	Yam
George Kane	Yam
Josh Siebert	Suz
Darrell Jackson	Yam
COMB OPEN	
Allen Haynes	Kaw
Drew Cunha	Kaw
Joby Windmiller	Yam
Casey Haynes	Yam
Brandon Baty	Suz
30+	
Allen Haynes	Yam
Joby Windmiller	Yam
Tin Christman	Hon
Jeff Pigg	Hon
Floyd Siebert	Hon

Motocross	
Wild West Motocross	
Boise, ID	
May 23-24, 1998	
By Mark Hopkins	
Saturday	
50 (0-6)	
Landen Powell	KTM
Taylor Ewing	Lem
Dallas Neath	KTM
Cody Conner	KTM
Kyle Meyers	KTM
50 (7-8)	
Beau Alldredge	KTM
Chaz Spears	KTM
Keaton Olund	KTM
Bill Homan	Kaw
Jace Zeeman	KTM
Cody Conner	KTM
50 MOD	
Beau Alldredge	KTM
Rudi Williams	Lem
Morgan Burger	Yam
50 HEADS UP	
Cory Dutton	Yam
Steve Goins	Yam
60 (6-8)	
Ben Evans	Kaw
Chance Bogue	Kaw
Brian Moore	Kaw
Nick Davis	Kaw
Jace Zeeman	Kaw
60 (9-11)	

CALENDAR

Calendar listings are a free service for Cycle News readers and race promoters. All information is the responsibility of the promoter. Calendar listings cannot be accepted over the phone; we must have a complete written Calendar listing on file. Use listing blank in this section. Listings must be received by Wednesday for publication in the following week's issue. We strongly suggest racers/spectators call the promoter/track to confirm details before traveling to the event. FAX - 714-436-9574

World Championship Road Race Series

- 7/5 Donington Park, Great Britain, Rnd 8
- 7/19 Sachsenring, Germany, Rnd 9
- 8/23 Brno, Czech Republic, Rnd 10
- 9/6 Imola, Italy, Rnd 11
- 9/20 Catalunya, Spain, Rnd 12
- 10/4 Phillip Island, Australia, Rnd 13
- 10/18 Nelson Piquet, Brazil, Rnd 14
- 10/25 Buenos Aires, Argentina, Rnd 15

World Superbike Championship Series

- 7/5 TBA, Rnd 7
- 7/12 Monterey, California, Rnd 8
- 8/2 Brands Hatch, England, Rnd 9
- 8/30 A-1 Ring, Austria, Rnd 10
- 9/6 Assen, Holland, Rnd 11
- 9/27 Sentul, Indonesia, Rnd 12
- 10/4 Sugo, Japan, Rnd 13
- 10/11 Shah Alam, Malaysia, Rnd 14

World Endurance Championship

- 7/12 Spa, Belgium, Rnd 3
- 7/26 Suzuka, Japan, Rnd 4
- 9/13 Le Castellet, France, Rnd 5

World Trial Championship

- 7/4-5 Sant Julia, Andorra, Rnds 15, 16
- 8/8-9 Helsinki, Finland, Rnds 17, 18
- 8/15-16 Hvenenbukke-Ost, Norway, Rnds 19, 20

Trials des Nations

- 9/20 Valmalenco, Italy

World 125cc

Motocross Championship

- 7/12 Lausdort, Austria, Rnd 9
- 7/19 Oss, Holland, Rnd 10
- 8/9 Chateau-du-Loir, France, Rnd 11
- 8/23 Bielstein, Germany, Rnd 12

World 250cc

Motocross Championship

- 7/19 Maracay, Venezuela, Rnd 10
- 7/26 Belo Horizonte, Brazil, Rnd 11
- 8/9 Teutschenthal, Germany, Rnd 12
- 8/16 Mol, Belgium, Rnd 13
- 8/30 Gdynia, Poland, Rnd 14
- 9/6 Roggenburg, Switzerland, Rnd 15
- 9/13 Megalopolis, Greece, Rnd 16

World 500cc

Motocross Championship

- 7/19 Ernee, France, Rnd 9
- 8/2 Namur, Belgium, Rnd 10
- 8/9 Rhenen, Holland, Rnd 11
- 8/30 Wachtersbach, Germany, Rnd 12

Motocross des Nations

- 9/27 Foxhill, England

World Individual

Speedway Championship

- 8/7 Bradford, England, Rnd 4
- 8/28 Linkoping, Sweden, Rnd 5
- 9/18 Bydgoszcz, Poland, Rnd 6

AMA/MBNA Superbike Series

- 7/17-19 Lexington, OH, Rnd 9
- 7/31-8/2 Brainerd, MN, Rnd 10
- 8/7-9 Joliet, IL, Rnd 11
- 9/4-6 Fountain, CO, Rnd 12
- 10/2-4 Las Vegas, NV, Rnd 13

AMA National MX Series

- 7/5 Buchanan, MI, Rnd 6
- 7/19 New Berlin, NY, Rnd 7
- 7/26 Troy, OH, Rnd 8
- 8/2 Washougal, WA, Rnd 9
- 8/16 Millville, MN, Rnd 10
- 8/30 Binghamton, NY, Rnd 11
- 9/6 Delmont, PA, Rnd 12

AMA National

Hare Scrambles Series

- 7/19 Tillamook, OR, Rnd 5
- 9/13 Millfield, OH, Rnd 6
- 9/20 Park Hills, MO, Rnd 7
- 10/4 Lynnville, IN, Rnd 8
- 10/18 Tulsa, OK, Rnd 9

AMA National

Hare and Hound Series

- 9/12 Wells, NV
- 9/27 Yerington, NV
- 10/25 Lucerne Valley, CA

AMA Grand National

Cross Country Series

- 7/11-12 Boyers, PA
- 8/30 Fairmont, WV
- 9/12-13 Millfield, OH
- 9/26-27 Mount Morris, PA
- 10/10-11 Lisbon, OH
- 10/24-25 Crawfordsville, IN

AMA National Championship

Hillclimb Series

- 7/19 Steel City, PA, Rnd 5
- 7/25 Haydenville, OH, Rnd 6

- 8/2 Norton Shores, MI, Rnd 7

- 8/16 Dansville, NY, Rnd 8

- 8/23 Laurelville, OH, Rnd 9

- 9/13 Steel City, PA, Rnd 10

- 9/20 Middlebury, IN, Rnd 11

- 9/27 Jefferson, PA, Rnd 12

- 10/11 Oregonia, OH, Rnd 13

Info: 614/891-2425

AMA Grand National

Championship Series

- 7/4 Lake Odessa, MI, Rnd 6
- 7/11 Du Quoin, IL, Rnd 7
- 7/18 Oklahoma City, OK, Rnd 8
- 7/25 Rossburg, OH, Rnd 9
- 8/2 Peoria, IL, Rnd 10
- 8/5 Rapid City, SD, Rnd 11
- 8/8 Joliet, IL, Rnd 12
- 8/15 East Moline, IL, Rnd 13
- 8/22 Hagerstown, MD, Rnd 14
- 8/29 Sedalia, MO, Rnd 15
- 9/6 Springfield, IL, Rnd 16
- 9/26 Sacramento, CA, Rnd 17
- 10/3 Las Vegas, NV, Rnd 18
- 10/11 Del Mar, CA, Rnd 19

Info: 614/891-2425

AMA Acerbis

National Enduro Series

- 7/12 West Greenwich, RI
- 8/9 Divide, CO
- 8/23 Indian River, MI

Info: 614/891-2425

AMA/NATC National

Championship Trials Series

- 8/1 Duluth, MN, Rnd 8
- 8/2 Duluth, MN, Rnd 9
- 8/8 Flagstaff, AZ, Rnd 10
- 8/11 Flagstaff, AZ, Rnd 11

Info: 402/435-4146

AMA Western National

Four-Stroke MX Series

- 7/11-12 Boise, ID
- 8/8-9 Albany, OR
- 8/23-24 Ward Creek, WA
- 9/5-6 Whitney, TX

Info: 530/365-1979

AMA West Coast

Flat Track Series

- 7/18 Bakersfield, CA, Rnd 3
- 8/22 Bakersfield, CA, Rnd 4

Info: 714/529-6054

AMA Prostar

National Drag Racing Series

- 7/10-12 Chicago, IL, Rnd 4
- 8/14-16 Indianapolis, IN, Rnd 5
- 9/11-13 Alco, NJ, Rnd 6
- 10/10-11 Houston, TX, Rnd 7
- 11/20-22 Gainesville, FL, Rnd 8

Info: 256/852-1101

AMA Prostar West

Drag Racing Series

- 8/30 Salt Lake City, UT, Rnd 3
- 10/17-18 Phoenix, AZ, Rnd 4

Info: 256/852-1101

AMA Sound of Thunder

Amateur Challenge Series

- 7/11 Boise, ID
- 8/8 Albany, OR
- 8/23 Ward Creek, WA

Info: 530/365-1979

Ballzee Aggressive Wear

Grand Championship

Motocross Series

- 7/5 Axton, VA
- 7/12 East Bend, NC
- 7/19 Reidsville, NC
- 7/26 Danville, VA
- 8/9 Elizabeth City, NC
- 8/23 Danville, VA
- 9/19 Danville, VA

Info: 804/724-4392

AMA U.S. Eastern

Motocross Fall Series

- 8/30 Dillwyn, VA
- 9/6 Reidsville, NC
- 9/13 Elizabeth City, NC
- 9/19 Danville, VA
- 9/27 Sanford, VA
- 10/4 East Bend, NC
- 10/11 Danville, VA
- 10/18 Dillwyn, VA
- 10/25 Elizabeth City, NC
- 11/8 Axton, VA

Info: 804/724-4392

AMA Texas Championship

Hare Scrambles Series

- 7/26 Conroe, TX
- 8/30 TBA
- 10/11 Altair, TX
- 11/8 San Antonio, TX

- 12/6 Fort Hood, TX

Info: 409/732-9171

AMA United States

Mega Series

- 7/4-5 Beckley, WV
- 7/10-11 Blountville, TN
- 7/19 Wytheville, VA
- 9/6 London, KY
- 9/26-27 Sevierville, TN
- 10/3-4 London, KY
- 10/16-18 Blountville, TN

Info: 423/323-5497

AMA Carolina Ultra Series

- 8/30 Iron Station, NC
- 9/20 Columbus, NC
- 10/11 Chesterfield, SC

Info: 423/323-5497

AMA/District 10

Daniel Boone

Sheltonwee Series

- 7/5 London, KY
- 7/18 London, KY
- 8/15 Leitchfield, KY
- 8/22 London, KY
- 9/5-6 London, KY
- 9/26-27 Dollywood, TN
- 10/3-4 London, KY
- 10/25 London, KY

Info: 606/877-1364

AMA Eastern

Four-Stroke National

- 9/19-20 Danville, VA
- 9/26-27 Buchanan, MI
- 10/3-4 London, KY
- 10/10-11 Casey, IL
- 10/17-18 Blountville, TN
- 11/7-8 Society Hills, SC

Info: 606/877-1364

AMA District 25

Four Corners Motocross

- 7/12 Mesa Verde, CO
- 8/16 Mesa Verde, CO
- 9/5 Mesa Verde, CO
- 9/6 Mesa Verde, CO
- 9/27 Aztec, NM
- 10/11 Aztec, NM

Info: 970/533-9747 or 505/325-4195

AMA District 14

Vintage Motocross State

- 7/12 Stanton, MI
- 8/9 Millington, MI
- 8/16 Midland, MI
- 9/5-6 Coldwater, MI
- 9/19-20 Bloomingdale, MI
- 9/27 Millington, MI
- 10/4 Millington, MI
- 10/18 Buchanan, MI

Info: 248/305-8783

AMA/District 36 Vintage Dirt

Track Championship Series

- 7/11 Lodi, CA, Rnds 22, 23
- 7/18 Newman, CA, Rnd 24
- 7/25 Newman, CA, Rnd 25
- 8/8 Lodi, CA, Rnds 26, 27
- 8/15 Lodi, CA, Rnds 28, 29
- 8/22 Lodi, CA, Rnds 30, 31
- 9/19 Lodi, CA, Rnds 32, 33
- 10/3 Lodi, CA, Rnds 34, 35
- 10/10 Lodi, CA, Rnds 36, 37
- 10/17 Lodi, CA, Rnds 38, 39
- 10/24 Lodi, CA, Rnd 40

Info: 209/369-1667 or 209/368-7809

AMA/District 36

Amateur/Youth Dirt Track

Championship Series

- 7/11 Lodi, CA, Rnds 22, 23
- 7/18 Newman, CA, Rnd 24
- 7/25 Newman, CA, Rnd 25
- 8/8 Lodi, CA, Rnds 26, 27
- 8/15 Lodi, CA, Rnds 28, 29
- 8/22 Lodi, CA, Rnds 30, 31
- 9/19 Lodi, CA, Rnds 32, 33
- 10/3 Lodi, CA, Rnds 34, 35
- 10/10 Lodi, CA, Rnds 36, 37
- 10/17 Lodi, CA, Rnds 38, 39
- 10/24 Lodi, CA, Rnd 40

Info: 209/368-7182 or 209/463-6224

AMA/District 36

Championship Enduro Series

- 10/11 Redding, CA, Rnd 7
- 10/18 Stonyford, CA, Rnd 8
- 10/25 Elkins Flat, CA, Rnd 9
- 10/31 Upper Lake, CA, Rnd 10
- 11/8 Stonyford, CA, Rnd 11
- 11/15 Ballinger Canyon, Rnd 12

Info: 408/281-3805

AMA/District 34

Family Motocross Series

- 7/5 Modena, NY
- 7/12 Modena, NY
- 7/19 Monticello, NY

- 7/26 Walkill, NY

- 8/2 Walkill, NY

- 8/9 Claverack, NY

- 8/16 Walkill, NY

- 8/23 Modena, NY

- 8/30 Monticello, NY

- 9/6 Modena, NY

- 9/13 Claverack, NY

- 9/20 Modena, NY

- 9/27 Walkill, NY

- 10/4 Modena, NY

- 10/11 Modena, NY

- 10/18 Walkill, NY

- 10/25 Modena, NY

- 11/1 Modena, NY

Info: 518/828-6149

AMA/District 36

Family Enduro Series

- 11/14 Foresthill, CA
- 11/22 Stonyford, CA

Info: 408/281-3805

AMA/District 37

Dual Sport Ride Series

- 7/18-19 Sequoia National Forest, CA
- 8/1-2 Mammoth Lakes, CA
- 8/8-9 Big Bear Lake, CA
- 8/29-30 Bass Lake, CA
- 9/27 Silverwood Lake, CA
- 10/3-4 Ridgecrest, CA
- 10/17-18 Mesquite, NV*
- 10/31-11/1 Ridgecrest, CA
- 11/15 Riverside, CA
- 11/27-28 LA-Barstow-Las Vegas*
- 12/27 Cantil, CA

* National Trail Ride Series Events

Info: 818/249-2141 (3,1)

Team Dual Dogs/KTM/

Galpin Ford California

Dual Sport Series

- 10/31-11/1 California Hot Springs, CA
- 11/22 Newhall, CA

Info: 818/701-1913

AMA/District 37

Big 6 GP Series

- 10/3-10/4 San Bernardino, CA
- 10/31-11/1 Gorman, CA

Info: 619/251-3489 or 562/428-4971

AMA/Districts 37 & 38

Flat Track Series

- 7/12 Costa Mesa, CA
- 7/18 Temecula, CA
- 8/15 Temecula, CA
- 9/19 Temecula, CA
- 10/10 Del Mar, CA
- 10/17 Temecula, CA
- 11/14 Temecula, CA

Info: 619/277-1591

AMA Hot Shoe Series

- 8/1 Peoria, IL
- 8/16 Spokane, WA
- 8/28 Greenville, OH
- 9/4 Castle Rock, WA
- 9/5 Castle Rock, WA
- 9/5 Springfield, IL

Info: 614/891-2425

AMA Pacific Northwest

Championship Series

- 7/5 Washougal, WA
- 7/26 Trulson, WA
- 8/9 Mount View, WA
- 8/16 Ward Creek, WA
- 8/23 Washougal, WA

Info: 541/673-1671

AMA GFTL Semi-Pro

Dirt Track Series

- 7/25-26 Danielsville, GA, Rnd 5, 6

8/8-9 Beloit, IL
8/29-30 Brainerd, MN
9/5-6 Beloit, IL

Great Plains Region

7/25-26 Topeka, KS
8/1-2 Elkhart Lake, WI
8/15-16 Topeka, KS
8/29-30 Brainerd, MN

Southwest Region

8/1-2 Buttonwillow, CA
8/29-30 Chandler, AZ
10/3-4 Chandler, AZ
11/28-29 Chandler, AZ
12/19-20 Chandler, AZ

California Region

8/1-2 Buttonwillow, CA
8/29-30 Chandler, AZ
10/3-4 Chandler, AZ
11/14-15 Buttonwillow, CA
12/5-6 Buttonwillow, CA

CCS Race of Champions

10/21-21 Daytona Beach, FL
Info: 704/684-4297

North American Sport Bike

7/4-5 Buttonwillow, CA
7/25-26 Topeka, KS
8/29-30 Braselton, GA
10/20-25 Daytona Beach, FL
TBA Homestead, FL
Info: 704/684-4297

WEA National Endurance Series

7/11 Grattan, MI
8/1 Summit Point, WV
8/22 Mount Meridian, IN
9/19 College Station, TX
10/16 Braselton, GA
Info: 770/924-8404 or www.wera.com

WEA National Challenge Series

7/10-12 Grattan, MI
7/31-8/2 Summit Point, WV
8/22-23 Mount Meridian, IN
9/18-20 College Station, TX
10/14-18 Braselton, GA
Info: 770/924-8404 or www.wera.com

WEA Vintage Series

7/4-5 Braselton, GA
7/18-19 Millington, TN
7/18-19 College Station, TX
7/25-26 Garrettsville, OH
8/8-9 Faulkville, GA
8/15-16 South Haven, MI
8/22-23 Talladega, AL
8/29-30 Hallet, OK
9/5-6 Garrettsville, OH
9/12-13 Grattan, MI
9/12-13 Summit Point, WV
9/19-20 Faulkville, GA
9/18-20 College Station, TX
9/26-27 Mount Meridian, IN
10/14-18 Braselton, GA
* Double point events
Info: 407/831-4331 or www.weravintage.com

WEA Sportsman Series

North Central
7/18-19 Millington, TN
8/15-16 South Haven, MI
8/22-23 Mount Meridian, IN
9/12-13 Grattan, MI
9/26-27 Mount Meridian, IN
Northeast
7/25-26 Garrettsville, OH
8/8-9 Garrettsville, OH
9/5-6 Garrettsville, OH
9/12-13 Summit Point, WV

Mid-Central

7/4-5 Braselton, GA
7/18-19 Millington, TN
8/8-9 Henderson, TX
8/22-23 Talladega, AL
8/29-30 Hallet, OK

South Central

7/18-19 College Station, TX
8/8-9 Henderson, TX
8/29-30 Hallet, OK
9/18-20 College Station, TX

Southeast

7/4-5 Braselton, GA
7/18-19 Millington, TN
8/8-9 Faulkville, GA
8/22-23 Talladega, AL
9/19-20 Faulkville, GA
Info: 770/924-8404 or www.wera.com

ECEA Championship Enduro Series

7/12 West Greenwich, RI
7/19 Blain, PA
7/26 Crossforks, PA
8/16 Speedville, NY
8/30 Mauricetown, NJ
9/13 Shippensburg, PA
9/20 Brandonville, PA
9/27 New Lisbon, NJ
10/4 New Gretna, NJ

10/25 Delaware City, DE
11/1 Rawlings, MD
Info: 717/865-0601

ECEA Championship Hare Scrambles Series

8/23 Stanhope, NJ
10/11 Budds Creek, MD
10/18 Mauricetown, NJ
11/8 Warren Grove, NJ
Info: 717/865-0601

ECEA Dual Sport Series

10/11 Indian Mills, NJ
10/18 New Philadelphia, PA
11/15 Greenbank, NJ
Info: 717/865-0601

Great Lakes Road Racing Association Road Series

7/4-5 Grattan, MI
7/15-16 Lexington, OH
8/8-9 Indianapolis, IN
8/22-23 Grattan, MI
9/19-20 Grattan, MI
Info: 616/458-5888

Formula USA

Road Racing Series

7/17-19 Portland, OR
8/7-9 Loudon, NH
8/28-30 Pocono, PA
Info: 530/582-1061

USCRA Vintage

Road Race Series

7/24-26 Shubenacadie, Nova Scotia, Canada
8/14-16 Loudon, NH
8/21-23 Mosport, Ontario, Canada
9/28 Loudon, NH
Info: 607/277-2369 or 603/239-6778

Over The Hill Gang

National Series

9/12-13 Hollister Hills, CA
10/17-18 Hungry Valley, CA
Info: 562/864-6875 or 714/680-8643

Carlsbad Spring

Motocross Series

7/11 Carlsbad, CA, Rnd 7
7/25 Carlsbad, CA, Rnd 8
Info: 888/550-MOTO or www.carlsbadmx.com

Rocky Mountain

Motocross Association

Summer Series

7/12 Craig, CO
7/19 Erie, CO
7/26 Brush, CO
8/16 Watkins, CO
8/23 Erie, CO
9/6 Colorado Springs, CO
9/13 TBA
9/27 Brush, CO
10/4 Watkins, CO
Info: 719/473-6723 or 303/271-0190

Sports Riders Association of Colorado Motocross Series

7/12 Berthoud, CO
7/26 Cheyenne, WY
8/2 Colorado Springs, CO
8/9 Berthoud, CO
8/22 TBA
9/13 Colorado Springs, CO
9/20 Pueblo, CO
9/27 Colorado Springs, CO
10/4 Berthoud, CO
10/11 TBA

Supercross Series

7/18 Colorado Springs, CO
8/16 Grand Junction, CO
8/29 TBA
Info: 303/988-7722

Wild West Motocross Series

7/4-5 Pocatello, ID
7/25-26 Rupert, ID
8/8-9 Pocatello, ID
9/5-6 Salt Lake City or Ogden, UT
Info: 208/887-8695 or 208/236-5383

SD/IAMA Motocross Series

7/11 Truesdale, IA
7/18 Ida Grove, IA
7/26 Trimont, MN
8/2 Fort Dodge, IA
8/8 Truesdale, IA
8/23 Trimont, MN
8/30 Armstrong, IA
9/20 Yankton, SD
9/27 Sioux Falls, SD
Info: 605/665-3512

Alabama State Championship Motocross Series

9/6 Chandler Mountain, AL
9/12 Kilpatrick, AL
9/19 Ironman, AL
10/4 Chandler Mountain, AL
10/10 Kilpatrick, AL

10/17 Ironman, AL
Info: 205/681-8317 or 205/663-0963 or 205/561-3495

Sunshine State

MX Championship Series

7/5 Orlando, FL, Rnd 14
7/12 Reddick, FL, Rnd 15
7/19 Dade City, FL, Rnd 16
7/26 Ona, FL, Rnd 17
8/16 Orlando, FL, Rnd 18
8/23 Reddick, FL, Rnd 19
8/30 Dade City, FL, Rnd 20
9/6 Ona, FL, Rnd 21
9/13 Orlando, FL, Rnd 22
Info: 352/242-2605

District 11/Buckeye State

Mx Championship Series

7/5 Jacksonville, OH
7/12 Nelsonville, OH
7/19 Greenville, OH
8/30 Troy, OH
9/7 McArthur, OH
9/13 Frankfort, OH
9/27 Sugar Grove, OH
Info: 614/740-323-3489 or www.perfpowersports.com

TXMXA Motocross Series

7/4 Atwood, TN
7/18 Draffenville, KY
8/9 Apex Valley, KY
8/22 Atwood, TN
8/29 Paris, TN
9/5 Clarksville, TN
9/19 Paris, TN
9/26 Paris, TN
10/3 Murray, KY
10/11 Milan, TN
Info: 901/642-0511

Tennessee State Arenacross Championship Series

8/29 Paris, TN
9/12 Dyersburg, TN
9/19 Paris, TN
9/26 Paris, TN
10/10 Paris, TN
10/17 Jackson, TN
10/24 Paris, TN
Info: 901/642-0511

New England State

Motocross Championships

7/4-5 Greene, ME
7/12 Middleboro, MA
7/26 Southwick, MA
8/2 Middleboro, MA
8/9 Central Village, CT
8/16 Southwick, MA
8/23 Middleboro, MA
9/6-7 Greene, ME
9/13 Southwick, MA
9/20 Central Village, CT
9/26-27 Greene, ME
10/4 Middleboro, MA
10/11 Southwick, MA
10/18 Middleboro, MA
10/25 Southwick, MA
11/1 Middleboro, MA
Info: 617/982-4307

Moriarty Motocross Series Championships

7/19 Moriarty, NM
8/23 Moriarty, NM
9/20 Moriarty, NM
10/17 Moriarty, NM
10/18 Moriarty, NM
Info: 505/888-7312

MARS Motorcycle

Asphalt Racing Series

9/18 Asheville, NC
10/17 Hampton, VA
Info: 803/626-7959

Northeast Pro Flat Track Series

7/10 Agawam, MA
7/24 Middletown, NY
7/25 Weedsport, NY
7/31 Quebec City, Canada
8/21 Agawam, MA
8/23 Stafford Springs, CT
Info: 978/874-1732

New England Dirt Track Series

7/18 East Lempster, NH
8/1 Canaan, NH
8/15 East Lempster, NH
8/29 Bangor, ME
8/30 Bangor, ME
9/26 East Lempster, NH
10/10 East Lempster, NH
Info: 978/874-1732

Victory/Polaris Iowa

Dirt Track Series

7/25 Des Moines, IA, Rnd 2
7/30 Oskaloosa, IA, Rnd 3
8/28 Oskaloosa, IA, Rnd 4

9/7 Bloomfield, IA, Rnd 5
Info: 515/265-8388

New England

Trials Association

7/19 Meriden, CT
8/16 Cumberland, RI
9/13 Meriden, CT
9/27 Exeter, RI
10/18 Chepachet, RI
Info: 508/429-7675 or 401/334-4820 or www.tiac.net/users/danwilms

Jackpine Gypsies

Short Track Series

7/11 Sturgis, SD
7/25 Sturgis, SD
8/3-4 Sturgis, SD
8/7-8 Sturgis, SD
8/29 Sturgis, SD
9/12 Sturgis, SD
Info: 605/347-6022 or gypsies.sturgis-rally.com

Jackpine Gypsies

Motocross Series

7/12 Sturgis, SD
8/2 Sturgis, SD
8/30 Sturgis, SD
9/13 Sturgis, SD
Info: 605/347-6022 or gypsies.sturgis-rally.com

Jackpine Gypsies

TT Race Series

9/19 Sturgis, SD
Info: 605/347-6022 or gypsies.sturgis-rally.com

NETRA Championship

Enduro Series

7/12 West Greenwich, RI
7/19 Oxford, MA
8/9 West Granville, MA
9/13 Lee, MA
10/4 Adams, MA
10/18 Chester, CT
11/1 West Stafford, CT
11/15 Central Village, CT
Info: 860/875-5757

NETRA Championship

Hare Scrambles Series

7/5 Chelsea, VT
7/12 Windsor, MA
7/26 East Hampton, CT
8/2 West Unity, NH
8/23 Union, CT
8/30 Alton, NH
9/6 Uxbridge, MA
9/13 Hoosick, NY
9/20 West Greenwich, RI
10/11 Assonet, MA
Info: 860/875-5757

NETRA Turkey Run Series

8/16 Porters Corner, NY
9/13 North Haverhill, NH
9/20 New Boston, MA
9/27 Wrentham, MA
10/11 Winchendon, MA
10/25 Central Village, CT
Info: 860/875-5757

NETRA Championship

Junior Enduro Series

7/4 Granville, MA
7/25 Southampton, MA
8/22 Union, CT
8/29 Alton, NH
9/26 Brimfield, MA
10/10 Assonet, MA
11/7 Winchendon, MA
Info: 860/875-5757

Moose Midwest Enduro Series

7/12 Stratford, IA
7/19 Grand Rapids, MN
7/26 Michigan
8/9 Roselawn, IN
8/23 Rockford, IL
9/6 White City, IL
9/13 Winterset, IA
9/27 Fremont, IA
10/25 Springfield Corners, WI
Info: 319/582-4864

IERA Enduro Series

7/12 Stratford, IA
9/13 Winterset, IA
9/20 Castana, IA
9/27 Fremont, IA
10/4 Bartlett, IA
11/1 Morrison, IL
Info: 515/933-4872

IERA Hare Scrambles Series

7/11 Stratford, IA
10/11 Hills, IA
10/18 River Valley, IA
Info: 402/451-5244

MRA Suzuki

Tri-State Challenge

7/10 Milan, MI

7/11 Delta, OH
7/12 Delta, OH
10/4 Delta, OH
10/11 Milan, MI
Info: 419/822-3006 or 734/241-1600

MRA Ironman GP Series

7/26 Delta, OH
8/9 Delta, OH
8/23 Delta, OH
9/20 Delta, OH
10/25 Delta, OH
11/1 Delta, OH
Info: 419/822-3006 or 734/241-1600

Mid-South Summer

Hare Scrambles Series

7/12 Greensburg, KY
7/19 Jonesboro, IL
8/2 Saddleback East, KY
8/30 New Johnsonville, TN
Info: 615/859-0873

Southeastern Trials Riders

Association C'Ship Series

8/15-16 Shooting Creek, NC
9/5-6 Cookeville, TN
9/19-20 Gadsden, AL
10/3-4 Millerville, AL
10/24-25 Sequatchie, TN
11/14-15 Cumming, GA
Info: 423/942-8688

Trials Incorporated

Championship Series

7/26 Lancaster, OH
8/23 Dayton, OH
9/19-20 Columbus, IN
10/11 Dayton, OH
11/14 TBA
Info: 937/299-1501

Mid-East

Hare Scrambles Series

8/16 Greer, SC
9/6 Morganton, NC
9/20 Lancaster, SC
10/4 Hickory, NC
10/18 TBA
11/1 Grover, NC
Info: 704/937-9177 or 704/484-9000

NMA Grand National

Motocross Championship

7/28-8/1 Ponca City, OK
Info: 562/868-8112 or 909/657-6782

NMA Ponca

Regional Qualifiers

Silver State

7/10 Carson City, NV
Info: 702/267-4392
Ohio
7/3 Malvern, OH
7/11 Malvern, OH
Info: 216/262-4945

Ozark

7/5 Halletown, MO
Info: 417/889-4794

NYS Grand Prix

Championship Series

7/12 Colden, NY, Rnd 2
7/26 Langford, NY, Rnd 3
Info: 716/825-8720

NYS Off-Road Grand Prix

Championship Series

9/6 Hamburg, NY
9/13 Hamburg, NY
9/20 Hamburg, NY
9/27 Hamburg, NY
Info: 716/825-8720

Branson USA MX

Championships

9/25-27 Branson, MO
Info: 909/657-6834

La Playa Motocross

Grand Prix Series

8/23 Rosarito, Baja California
10/4 Rosarito, Baja California
12/6 Rosarito, Baja California
Info: 011/52-661-22525

Thor/Parts Unlimited

Northeast Classic MX Series

7/26 Walden Playboys, NY
8/2 Powerline Park, NJ
Info: 717/222-9290

CMA Little Okie

Summer Series

7/10 Madera, CA
7/17 Madera, CA
7/24 Madera, CA
7/31 Madera, CA
8/7 Madera, CA
8/14 Madera, CA
8/21 Madera, CA

8/28 Madera, CA
Info: 209/673-8080

CMA Bounty Hunter Series

7/4 Los Banos, CA
7/11 Los Banos, CA
7/18 Los Banos, CA
7/25 Los Banos, CA
8/1 Los Banos, CA
8/8 Los Banos, CA
8/15 Los Banos, CA
8/22 Los Banos, CA
8/29 Los Banos, CA
Info: 209/673-8080

Rocky Mountain

Enduro Circuit

7/19 Rand, CO
8/9 Divide, CO
8/23 Taos, NM
9/13 Gunnison, CO
11/8 Matador, TX
Info: 307/742-4136

Black Jack Enduro Series

9/13 Little Rock, AR
9/27 Tulsa, OK
10/11 Muenster, TX
10/25 Chadwick, MO
11/22 Oklahoma City, OK
Info: 417/581-5552 or 417/581-4046

Texas Enduro Series

8/9 Alexandria, LA
9/13 New Waverly, TX
9/27 Cloudcroft, NM
10/11 Muenster, TX
10/25 Memphis, TX
11/8 Matador, TX
11/22 Oklahoma City, OK
Info: 800/558-7232

Oklahoma

Cross Country Series

8/23 Pooleville, OK
9/6 Stillwater, OK
9/27 Cogar, OK
10/4 Rose, OK
11/1 Braggs, OK
11/8 Hallett, OK
Info: 405/366-1051 or 405/390-5227

SRA West Series

7/18-19 Willow Springs, CA
8/15-16 Truckee, CA
9/18-20 Portland, OR
10/3-4 Willow Springs, CA
10/17-18 Willow Springs, CA
Info: 916/339-1778

FDTRA Championship Dirt

Track Series

7/4 Orlando, FL
7/18 Orlando, FL
8/1 Orlando, FL
8/15 Orlando, FL
8/29 Orlando, FL
Info: 407/869-5388

Missouri Hare Scrambles

Championship Series

7/12 Knobroster, MO
7/19 Tebbetts, MO
8/2 Alton, MO
8/23 Diamond, MO
9/13 Smithville, MO
9/20 Park Hills, MO
10/11 Drexel, MO
10/18 Festus, MO
Info: 417/537-8406

A.V. Stadium Cross Night Series

HUGE PRO PAYBACK



5 RACE SERIES FRIDAY NITES
JUNE 19th, JULY 10, 17, 24, 31
GATES OPEN 2:30 pm
PRACTICE 4:00 pm
FIRST RACE 6:00 pm



FOR MORE INFO:
HEMME MOTORSPORTS 805-942-6040

JACKPINE Gypsies MOTORCYCLE RACING & TOURS

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July 6	Dice Run	1998 Rally & Races Schedule
July 11	Short Track Racing: Featuring Go-Karts & Motorcycles	August 2 Motocross Racing @ 10:00 AM
July 12	Motocross Racing	August 3 Amateur Hillclimb @ 12:00 Noon
July 25	Short Track Racing: Featuring Go-Karts & Motorcycles	August 4 AMA National Gypsy Tour @ 9:00 AM
August 2-8	Rally & Races	Motorcycle Rodeo @ 12:00 Noon
August 29	Short Track Racing: Featuring Go-Karts & Motorcycles	Pro/Am Short Track @ 8:00 PM
August 30	Motocross Racing	August 5 Southern Hills Tour @ 9:00 AM
September 5-7	Road Ride	Motorcycle Rodeo @ 12:00 Noon
September 12	Short Track Racing: Featuring Go-Karts & Motorcycles	August 6 1/2 Mile Marathon Pro/Am
September 13	Motocross Racing	VDTRA National Championship

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CALENDAR

Calendar listings are a free service for Cycle News readers and race promoters. All information is the responsibility of the promoter. Calendar listings cannot be accepted over the phone; we must have a complete written Calendar listing on file. Use listing blank in this section. Listings must be received by Wednesday for publication in the following week's issue. We strongly suggest racers/spectators call the promoter/track to confirm details before traveling to the event. FAX - 714-436-9574

9/6 Ona, FL	10/11 Hillsboro, KS	8/1 Chowchilla, CA
9/13 Orlando, FL	10/25 Marion, KS	8/8 Chowchilla, CA
Info: 352/242-2605	12/13 Sterling, KS	8/15 Chowchilla, CA
	Info: 316/942-6527	Info: 209/661-0706
CMRRA 50cc/125cc Championship Road Race Series	Sunflower State Championship Series	VDTRA National Dirt Track Championship Series
7/26 Palomar, CA	7/11 Wichita, KS	7/11-12 Sturgis, SD
8/23 Riverside, CA	7/25 Concordia, KS	7/19 Oklahoma City, OK
9/27 Palomar, CA	9/6 Great Bend, KS	7/25 Norton, KS
10/24-25 Rosamond, CA	9/20 Lyndon, KS	8/3-4 Sturgis, SD
11/22 Palomar, CA	9/27 Great Bend, KS	8/6 Rapid City, SD
12/13 Riverside, CA	10/11 Lyndon, KS	8/7 Sturgis, SD
Info: 909/674-5357	Info: 785/842-8272	8/10-11 Stockton, KS
WSMC Road Race Series	MRAN Desert Series	9/19 Muskogee, OK
7/18-19 Rosamond, CA, Rnd 7	8/9 Ely, NV	9/20 Devils Bowl, TX
8/15-16 Rosamond, CA, Rnd 8	8/23 Hiko, NV	10/4 Las Vegas, NV
9/19-20 Rosamond, CA, Rnd 9	10/17-18 Logandale, NV	Info: 719/541-2741
10/17-18 Rosamond, CA, Rnd 10	11/7-8 Beatty, NV	Michigan State Fair Supercross Series
11/14-15 Rosamond, CA, Rnd 11	11/21 Alamo, NV	7/8 Muskegon, MI
12/19-20 Rosamond, CA, Rnd 12	Info: 702/437-6726	7/18 Charlotte, MI
Info: 805/256-1234	Silver State Desert Race Series	7/23 Hastings, MI
NCMRR Road Racing Series	10/1-4 Vegas-to-Reno, NV, Rnd 3	7/30 Holland, MI
7/18-19 Sacramento, CA	12/4-6 Pahump, NV, Rnd 4	8/7 Sandusky, MI
8/14-16 Donner Ski Ranch, CA	Info: 702/457-5775 or www.btd.com	8/21 Marshall, MI
9/12-13 Sacramento, CA	Silver State Golden State Motocross Series	8/28 Hudsonville, MI
10/3-4 Sacramento, CA	7/10 Carson City, NV	9/11 Muskegon, MI
10/31-11/1 Sacramento, CA	7/18 Bishop, NV	9/21 Centerville, MI
Info: 916/722-5517	7/24 Carson City, NV	Info: 616/652-2292 or 616/924-5778
Vintage Iron/Toyota/Texas/AHRMA Spring MX Series	8/1 Bishop, NV	West Coast Stadiacross Series
8/29 Tyler, TX	8/14 Carson City, NV	10/2-3 Fresno, CA
Info: 281/679-5764	8/22 Bishop, NV	10/16-17 San Diego, CA
CMC Pac-West Motocross Nationals	9/3 Bishop, NV	11/13-14 San Francisco, CA
7/11 Ethel, WA, Rnd 7	Info: 702/267-4392	11/20-21-22 Reno, NV
7/12 Ethel, WA, Rnd 8	USRA Desert Series	Info: 702/267-4392
Info: 208/667-7905 or MXMOM@aol.com	8/29 Jericho, UT	Texas Cross Country Racing Association
CMC Sunstar Trans-Cal Motocross Nationals	9/12 Wells, NV	8/30 Penelope, TX
South	9/26 TBA	9/13 Rocky Ridge, TX
9/13 Delvora, CA, Rnd 1	10/10 Price, UT	9/27 Gholson, TX
9/20 Victorville, CA, Rnd 2	11/14 Knolls, UT	10/11 St. Joe, TX
10/4 Palmdale, CA, Rnd 3	USRA & ZMA Motocross Series	Info: http://www.tccra.org
10/11 San Jacinto, CA, Rnd 4	7/11-12 Cedar City, UT	A.V. Stadium Cross Night Series
North	8/1-2 Price, UT	7/10 Lancaster, CA
8/22 Marysville, CA, Rnd 1	8/22-23 Cedar City, UT	7/17 Lancaster, CA
8/30 Carson City, NV, Rnd 2	9/19-20 Ogden, UT	7/24 Lancaster, CA
9/6 Hollister, CA, Rnd 3	10/3-4 Rock Springs, WY	7/31 Lancaster, CA
9/13 Livermore, CA, Rnd 4	11/27-28 St. George, UT	Info: 805/942-6040
Pacific Northwest	Info: 801/966-4635 or 435/673-2444	Nebraska Cornhusker Motocross Circuit
8/29 Albany, OR, Rnd 1	MRA Roadracing Series	7/12 Mead, CO
8/30 Albany, OR, Rnd 2	7/12 Mead, CO	7/12 Stockton, KS
9/13 Yakima, WA, Rnd 3	8/16 Pueblo, CO	7/19 Friend, NE
Final Showdown	8/29-30 Colorado Springs, CO	7/26 McCook, NE
10/24-25 Marysville, CA	9/19-20 Steamboat Springs, CO	8/2 Stockton, KS
Info: 949/367-1141 or SPCMCX@aol.com	10/4 Mead, CO	8/9 North Platte, NE
GFI At Night Motocross Series	Info: 303/530-5678 or 303/369-8409	8/16 Friend, NE
7/11 Perris, CA	Mid-Atlantic Vintage Trials Series	8/23 McCook, NE
7/18 Perris, CA	7/18 Farrandville, PA	8/30 Friend, NE
7/25 Lancaster, CA	8/8 Toronto, OH	9/13 Stockton, KS
8/8 LACR, CA	10/4 Toughkenamon, PA	9/20 Alma, NE
8/15 Perris, CA	Info: 410/775-7209	9/27 Douglas, NE
8/22 LACR, CA	Georgia Championship Series	10/4 North Platte, NE
8/29 Perris, CA	9/6 Dalton, GA	10/11 McCook, NE
Info: 909/653-4042	9/20 Bremen, GA	10/18 Douglas, NE
GFI Team Green Youth World Nationals	10/4 Macon, GA	Info: 308/345-3744 or 308/928-2503
7/4-5 Glen Helen, CA	10/11 Roberta, GA	
Info: 909/653-4042	10/25 Bremen, GA	
Kansas MX Championships	Info: 912/788-0413	
8/9 Sterling, KS	District 38/FRT Superstition Championship Series	
9/13 Marion, KS	7/25-26 Los Sahuaros, CA	
Info: 316/942-6527	8/1-2 Los Sahuaros, CA	
KORR Hare Scrambles Championship Series	8/22 Plaster City, CA	
9/6 Wichita, KS	9/26 Lake Superstition, CA	
10/4 Sterling, KS	10/11 Plaster City, CA	
11/8 Marion, KS	10/31 Lake Superstition, CA	
11/22 Wichita, KS	11/22 Yuha, CA	
12/6 Hillsboro, KS	12/6 Kamikaze Wash, CA	
Info: 316/942-6527	12/31 Plaster City, CA	
Virginia Championship Hare Scrambles Series	Info: 619/427-5759	
8/30 Danville, VA	California Rough Scrambles Series	
9/6 Pulaski, VA	11/1 Madera, CA	
9/20 Middlebrook, VA	11/8 Madera, CA	
10/4 Martinsville, VA	11/15 Madera, CA	
10/11 Newport News, VA	11/22 Madera, CA	
11/1 Surry, VA	11/29 Madera, CA	
Info: 757/255-4620	Info: 209/661-0706	
KORR Motocross Championship Series	Central California Dirt Track Series	
7/12 Sterling, KS	9/20 Madera, CA	
7/18 Hillsboro, KS	10/4 Madera, CA	
7/19 Marion, KS	10/11 Madera, CA	
8/9 Sterling, KS	10/18 Madera, CA	
8/22 Wichita, KS	10/25 Madera, CA	
8/30 Hillsboro, KS	Info: 209/661-0706	
9/13 Marion, KS	California Dirt Track Championship Series	
9/20 Hillsboro, KS	7/11 Chowchilla, CA	
9/27 Inman, KS	7/18 Chowchilla, CA	
	7/25 Chowchilla, CA	

* Denotes Pro Pay-Back

Wed, July 1

* OHIO MOTOCROSS - AMA, Marion County Fair, Marion. Info: 740/756-1267.

Thur, July 2

* WISCONSIN MOTOCROSS - AMA Stadium MX, Nielsen Entertainment, Pro-Challenge Series, Lake Geneva Raceway, Bloomfield Road, Lake Geneva. Info: 815/728-0823.

JULY						
S	M	T	W	T	F	S
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5	6	7	8	9	10	11
12	13	14	15	16	17	18
19	20	21	22	23	24	25
26	27	28	29	30	31	

AUGUST						
S	M	T	W	T	F	S
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9	10	11	12	13	14	15
16	17	18	19	20	21	22
23	24	25	26	27	28	29
30	31					

July 3-4

CALIFORNIA SPEEDWAY - Fast Fridays Speedway Racing, Fan of the Week, Gold Country Fairgrounds, Auburn. Info: 530/878-7223.

Fri, July 3

CALIFORNIA DIRT TRACK - San Diego Flat Track Association Inc., Del Mar. Info: 619/277-1591.

GEORGIA SUPERCROSS - High Falls SX, Night Race, High Falls. Info: 770/358-6111.

MICHIGAN MOTOCROSS - MRA, Night Race, Wheelie King Contest, Milan Cycle City, Milan. Info: 734/439-7735 or 734/241-1600 or www.racemra.com.

OHIO MOTOCROSS - Rorick's Dirt Bike Night, Malvern Motocross Park, Night Race. Info: 330/262-4945.

* OHIO MOTOCROSS - AMA, Washington Fairgrounds Festival, Marietta. Info: 740/756-1267.

WASHINGTON TT - AMA, District 27, Dirt Track Series, Castle Rock. Info: 425/745-4010.

July 4-5

* CALIFORNIA MOTOCROSS - GFI, Team Green Youth World Nationals, Goat, Kawasaki and Yamaha Contingency, Glen Helen, Devore. Info: 909/653-4042.

CANADA MOTOCROSS - Old-Timers MX, International Old-Timers MX Association, British Columbia Chapter, Agassiz, British Columbia. Info: 604/526-7320.

* FLORIDA ROAD RACE - CCS, Homestead Motorsports Complex, Homestead. Info: 561/793-3394.

IOWA MOTOCROSS - Sand Castle Race Park, Des Moines. Info: 515/771-6439 or 265-7710.

TEXAS MOTOCROSS - 21st annual GNC Good Time National, Mosier Valley USA, Arlington. Info: 214/351-9900.

WEST VIRGINIA MOTOCROSS - Serious Racewear Mega Series, Victory Sports Racing, Hinton/Beckley. Info: 423/323-5497.

Sat, July 4

CALIFORNIA SPEEDWAY - AMA, Sideways Saturday, CLB Enterprises, Dixon Fairgrounds, Dixon. Info: 707/678-5961.

CALIFORNIA MOTOCROSS - Racing Enterprises Motorsports, Glen Helen, San Bernardino. Info: 619/484-1441.

* CALIFORNIA MOTOCROSS - WGAS Motorsports Entertainment and Promotions, Lassen County Fairgrounds, Susanville. Info: 530/333-9230.

* COLORADO HILL CLIMB - Pikes Peak International Hill Climb, AMA, Colorado Springs. Info: 719/685-4400.

FLORIDA DIRT TRACK - Dirt Track Racers Association, Orange County Raceway, Orlando. Info: 407/869-5388.

* FLORIDA MOTOCROSS - West Florida Motocross Park, Night Race, Milton. Info: 850/623-6038.

IOWA HARLEY DRAGS - C.H. Promotions, Humboldt County Dragways, Humboldt. Info: 712/262-8910.

* NEVADA MOTOCROSS - Las Vegas Motocross Club, Night Race, New Las Vegas Motor Speedway, Las Vegas. Info: 702/565-7876 or www.vegasmotocross.com.

* NEW YORK ARENACROSS - Frozen Ocean Motocross Park Inc., Night Race, Auburn. Info: 315/784-5466 or 784-5517.

NEW YORK DIRT TRACK - New York Dirt Track, Accord Speedway, Accord. Info: 518/756-3633 or 914/626-3478.

NORTH CAROLINA MOTOCROSS - East Bend Motocross, District 29, Night Race, East Bend. Info: 336/699-3629.

* OHIO MOTOCROSS - Smith Road Raceway, Medina. Info: 330/725-8569.

OHIO MOTOCROSS - MRA, Night Race, Delta Raceway, Delta. Info: 419/822-3006 or 734/241-1600 or www.racemra.com.

* TEXAS MOTOCROSS - GNC MX, Splish Splash Bash Night MX Series, Mosier Valley Raceway, Arlington. Info: 214/351-9900 or www.gncmx.com.

* VIRGINIA MOTOCROSS - District 13, No Fear Pro Challenge, Side By Side Racing, Lake Sugar Tree, Axton. Info: 336/342-1037 or 336/342-9027.

WASHINGTON TT - AMA, District 27, Dirt Track Series, Castle Rock. Info: 425/745-4010.

WEST VIRGINIA HILLCLIMB - AMA, Jacks Run Hillclimb Club, Ripley. Info: 304/372-2269.

Sun, July 5

FLORIDA MOTOCROSS - ProSports USA, Sunshine State MX Championship Series, Orlando MX Park, Orlando. Info: 352/242-2605.

* NEW YORK MOTOCROSS - ACE, AMA, 1998 Championship Point Series, Modena. Info: 297-0143.

NEW YORK HARE SCRAMBLES - Western New York Off-Road Association, Flat Rock, Mini Bikes Only, Lowville. Info: 315/376-2332.

* NEW YORK MOTOCROSS - Frozen Ocean MX Park, WNYSC, Auburn. Info: 315/784-5466 or 784-5517.

OHIO MOTOCROSS - Sunset Ramblers MC, Galion. Info: 419/562-6931.

OHIO MOTOCROSS - MRA, Delta Raceway, Delta. Info: 419/822-3006 or 734/241-1600 or www.racemra.com.

* OHIO MOTOCROSS - CRA, Ohio International Raceway, Ravenna. Info: 330/369-5993.

PENNSYLVANIA MOTOCROSS - Sleepy Hollow MX Park, Fredericksburg. Info: 717/273-1180 or 717/865-5530.

* PENNSYLVANIA MOTOCROSS - AMA, District 5, Sweet Commotion Dirt Bikes, Luzerne Park, Brownsville. Info: 724/377-2183.

VIRGINIA MOTOCROSS - District 13, Balzee Grand Championship Series, Side By Side Racing, Lake Sugar Tree, Axton. Info: 336/342-1037 or 336/342-9027.

* WASHINGTON MOTOCROSS - AMA Pacific Northwest Championship, Scott USA Day, Washougal MX Park, Washougal. Info: 541/673-1671.

Tues, July 7

* INDIANA DIRT TRACK - Amateur, Pro-Am, AMA, FTR National Championships, Indiana State Fairgrounds, Indianapolis. Info: 614/891-2425 ext. 242.

Wed, July 8

* INDIANA TT DIRT TRACK - Amateur, Pro-Am, AMA, FTR National Championships, Indiana State Fairgrounds, Indianapolis. Info: 614/891-2425 ext. 242.

Thur, July 9

* ILLINOIS SHORT TRACK - Pro-Am, Missouri Mules Motor Club Inc., Tri-City Speedway, Granite City. Info: 314/469-9666 or 618/931-7836.

* IOWA MOTOCROSS - The Dallas County Fair Reunion Championship, Dallas County Fairgrounds, Adel. Info: 515/285-6910.

July 10-11

ALABAMA ARENACROSS - Montgomery Arenacross Race, Adams Motorsports, Garrett Coliseum, Montgomery. Info: 334/271-5500 or www.mont-arenacross.com.

WASHINGTON SHORT TRACK - AMA, District 27, Dirt Track Series, Rainier. Info: 425/745-4010.

July 10-12

TENNESSEE MOTOCROSS - Victory Sports Racing, Kawasaki Tennessee State Championship, Muddy Creek Raceway, Blountville. Info: 423/323-5497 or www.victory-sports.com.

Fri, July 10

CALIFORNIA SPEEDWAY - Fast Fridays Speedway Racing, Challenge #4, Fan of the Week, Gold Country Fairgrounds, Auburn. Info: 530/878-7223.

* CALIFORNIA SPEEDWAY - International Speedway, Sidecar, Pro 600 Dirt Track, Quad and Midget Championships, Orange County Fairgrounds, Costa Mesa. Info: 714/492-9933 or www.wient.com/speedway.

* CALIFORNIA MOTOCROSS - K-B Racing Promotions, Night Race, Sacramento Raceway, Sacramento. Info: 916/682-6123.

CALIFORNIA MOTOCROSS - A.V. Stadium Cross Night Series, Lancaster. Info: 805/942-6040.

* INDIANA SHORT TRACK - Amateur, Pro-Am, AMA, FTR National Championships, 16th Street Speedway, Indianapolis. Info: 614/891-2425 ext. 242.

MICHIGAN MOTOCROSS - MRA, Night Race, Milan Cycle City, Milan. Info: 734/439-7735 or 734/241-1600 or www.racemra.com.

* NEVADA MOTOCROSS - On Trac Events, CMC, Night Race, Silver State Raceway, Carson City. Info: 702/267-4392.

* NEVADA ARENACROSS - On Trac Events, GSC Racing, Silverstate Raceway, Carson City. Info: 702/267-4392.

* WISCONSIN MOTOCROSS - AMA Stadium MX, Suzuki Contingency Night, Lake Geneva Raceway, Bloomfield Road, Lake Geneva. Info: 815/728-0823.

July 11-12

* MISSOURI SHORT TRACK - HLR Motorsports Park, AMA, District 18, Moberly. Info: 660/263-4296 or www.moberlymo.com/hlr.

NEW YORK GRAND PRIX - NYS Off-Road Grand Prix Championship Series, Eyeser Show Productions, Colden. Info: 716/825-8720.

OHIO MOTOCROSS - MRA, Best in the Midwest Nationals #11, Delta Raceway, Delta. Info: 419/822-3006 or 734/241-1600 or www.racemra.com.

* WASHINGTON MOTOCROSS - CMC Pac-West MX Nationals, Rnds 7 & 8, Trulson MX Park, Ethel. Info: 360/985-7670.

Sat, July 11

ALABAMA MOTOCROSS - AMA, Kilpatrick Motocross, Albertville. Info: 256/561-3495.

CALIFORNIA ROAD RIDE - Los Angeles Harley-Davidson & Buell, 5th annual LA Harley Ride to Snow Valley in Big Bear. Info: 562/408-6088.

* CALIFORNIA MOTOCROSS - GFI, Night Race, Rnd 4, Perris Raceway, Perris. Info: 909/653-4042.

CALIFORNIA MOTOCROSS - CMXR, 1998 Spring MX Series, Rnd 7, Carlsbad Raceway, Carlsbad. Info: 888/550-MOTO or www.carlsbadmx.com.

* CALIFORNIA SPEEDWAY - International Speedway Fair Derby, Orange County Fairgrounds, Costa Mesa. Info: 714/492-9933 or www.wient.com/speedway.

CALIFORNIA MOTOCROSS - Marysville MX, Night Race, Riverfront Park, Marysville. Info: 916/695-2727 or http://www.jps.net/motox/index.htm.

CALIFORNIA MOTOCROSS - Racing Enterprises Motorsports, Glen Helen, San Bernardino. Info: 619/484-1441.

CALIFORNIA MOTOCROSS - CRC, Los Angeles County Raceway, Palmdale. Info: 805/272-8889.

CALIFORNIA MOTOCROSS - CMMC, Make-up Race, Barona Oaks. Info: 760/752-8252.

GEORGIA MOTOCROSS - Southern Raceway Motocross, Bainbridge. Info: 912/246-3607 or 912/246-5088.

* INDIANA DIRT TRACK - Amateur, Pro-Am, AMA, FTR, National Championships, Indiana State Fairgrounds, Indianapolis. Info: 614/891-2425 ext. 242.

* MICHIGAN TT SCRAMBLES - Panda Racing, Mid-Michigan Raceway Park, Muir. Info: 616/636-8136.

NEVADA MOTOCROSS - Moto-X-West, Nevada Old-Timers, Night Race, Rnd 3, Fernley International Raceway, Fernley. Info: 702/423-8226 or jaja@aosisol.com.

* NEW YORK SPEEDWAY - New Champion Speedway, AMA National Qualifier, Owego. Info: 716/227-2223 or speedway.everywhere.com/owego_ny.html.

NEW YORK DIRT TRACK - New York Dirt Track, Accord Speedway, Accord. Info: 518/756-3633 or 914/626-3478.

* NORTH CAROLINA MOTOCROSS - Daniels Ridge Spring/Summer Series, Taylorsville. Info: 704/758-4342.

NORTH CAROLINA MOTOCROSS - East Bend Motocross, AMA, District 29, Night Race, East Bend. Info: 336/699-3629.

* NORTH CAROLINA SUPERCROSS - NAME, Night Series, Rolling Hills Cycle Park, Reidsville. Info: 336/342-4492.

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Time Trials 6:00

Races 8:00



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Fri., July 10 Friday Night Sidecar, Quad, Pro 600 Dirt Track
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Sat., July 11 Speedway Fair Derby - Championship Speedway
Sun., July 12 Youth Motorized Olympics 10:00am to 3:00pm

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Thur., July 2 MX Practice 8:00am till DUSK
Sat., July 4 GFI Youth National (No Sat. Practice)
Sun., July 5 GFI Youth National SX
Thur., July 9 MX Practice 8:00am till DUSK

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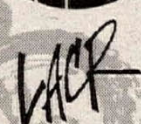
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CALENDAR

Calendar listings are a free service for Cycle News readers and race promoters. All information is the responsibility of the promoter. Calendar listings cannot be accepted over the phone; we must have a complete written Calendar listing on file. Use listing blank in this section. Listings must be received by Wednesday for publication in the following week's issue. We strongly suggest racers/spectators call the promoter/track to confirm details before traveling to the event. FAX - 714-436-9574

NORTH CAROLINA MOTOCROSS - 4th annual 226 Motocross, Max Cycle. Info: 828/652-3758.

OHIO MOTOCROSS - Motocross Night, Malvern Motocross Park, Night Race. Info: 330/262-4945.

* OHIO SUPERCROSS - Action Sports, AMA, Nelsonville. Info: 740/594-6686.

OKLAHOMA MOTOCROSS - Pro-Am Sports Inc., Motorcycle Raceway, Oklahoma City. Info: 405/737-2468.

PENNSYLVANIA SHORT TRACK - AMA, Trail-Way Speedway, Hanover. Info: 717/359-4310.

SOUTH CAROLINA MOTOCROSS - Outlaw Series, Turkey Creek Motocross, Edgefield. Info: 803/637-3020 or TCMX@aol.com.

VIRGINIA MOTOCROSS - Powerline Motocross Playground, Floyd County, Willis. Info: 540/789-7260 or 540/789-7640.

WASHINGTON SHORT TRACK - AMA, District 27, Dirt Track Series, Hannegan. Info: 425/745-4010.

Sun, July 12

CALIFORNIA SHORT TRACK - San Diego Flat Track Association Inc., Costa Mesa Fair. Info: 619/277-1591.

CALIFORNIA MOTOCROSS - CRC, Los Angeles County Raceway, Mini Nationals, Palmdale. Info: 805/272-8889.

CALIFORNIA SPEEDWAY - International Speedway, Youth Motorized Olympics, and Sound Of Thunder Vintage Motorcycle Races, Orange County Fairgrounds, Costa Mesa. Info: 714/492-9933.

CALIFORNIA MOTOCROSS - CMMC, Rnd 10, Barona Oaks. Info: 760/752-8252.

CALIFORNIA GRAND PRIX - AMA, Carlsbad Raceway, San Diego. Info: 619/588-8851.

* CALIFORNIA MOTOCROSS - CMC, Argyle Park Promotions, Argyle Park, Dixon. Info: 707/678-3592 or www.jps.net/motocross/argyle.htm.

CALIFORNIA DUAL SPORT RIDE - Merced Dirt Riders, ISDE Benefit, District 36, AMA, Walmart Parking Lot, Sonora. Info: 209/526-4810 or 209/634-4810.

* CALIFORNIA MOTOCROSS - GFI Racing, Hollister Hills GP Track, Hollister. Info: 209/656-9682.

COLORADO MOTOCROSS - AMA High Desert Racing Club, Mesa Verde. Info: 970/533-9747 or 505/325-4195.

* COLORADO MOTOCROSS - SRAC, 16th round of the MX Series, Rocky Mountain Promotions, Berthoud. Info: 303/988-7722 or 303/989-7436.

* COLORADO MOTOCROSS - Rocky Mountain Motocross Association, RMXA, Semi-Pro with Youth/ATV, Yampa Valley Sportsmen's Riders Club, Craig. Info: 303/271-0190 or 719/473-6723.

FLORIDA MOTOCROSS - ProSports USA, Sunshine State MX Championship Series, and annual MDA Benefit Race, Motocross of Marion County, Reddick. Info: 352/242-2605.

* GEORGIA MOTOCROSS - CRC, Camden Racing Complex, Woodbine. Info: 912/576-3000.

KENTUCKY HARE SCRAMBLES - AMA, Eagle Creek Park, Mason Lane, Owenton. Info: 606/472-3442.

KENTUCKY HARE SCRAMBLES - Mid-South Summer Series, Greensburg. Info: 615/859-0873 or www.msws.org.

* MARYLAND MOTOCROSS - AMA, District 7, Budds Creek MX Park, Budds Creek. Info: 301/475-2000 or www.buddscreek.com.

MISSOURI HARE SCRAMBLES - Missouri Hare Scrambles Championship, Spare Parts, Highway DD West. Info: 573/796-8617.

* NEW JERSEY MOTOCROSS - AMA, Semi-Pro, Old Bridge Township Raceway Park, Englishtown. Info: 732/446-7800 or ETownrcwy@aol.com.

NEW YORK HARE SCRAMBLES - Western New York Off-Road Association, Ithaca Dirt Riders, Speedville. Info: 607/657-8248.

NEW YORK MOTOCROSS - Silver Springs Motocross, WNYSC, Rock Glen. Info: 716/786-5596 or 716/786-2157.

NORTH CAROLINA MOTOCROSS - East Bend Motocross, Grand Championship Series, Districts 29 & 13, East Bend. Info: 336/699-3629.

OHIO ENDURO - AMA, District 11, Art Mitchell Memorial Enduro/CERA, Chillicothe. Info: 614/775-9777.

* OHIO HALF MILE - Pro-Am, CRE and Dayton MC, Clark County Fairgrounds, Springfield. Info: 937/434-7750.

PENNSYLVANIA MOTOCROSS - Flying Dutchmen MC Inc., Pine Grove. Info: 717/345-6340 or 717/345-8734.

PENNSYLVANIA HILLCLIMB - Bedford County Motorcycle Club, Beaverdale. Info: 814/487-4320.

PENNSYLVANIA CROSS COUNTRY - Racer Productions Inc., Boyers. Info: 304/284-0084.

PENNSYLVANIA MOTOCROSS - Bellico Inc., Steel City USA, Delmont. Info: 304/284-0084.

* SOUTH CAROLINA MOTOCROSS - Kenny Cooper the Money Pit, Yemassee. Info: 800/953-6607 or www.talldragger.com.

Mon, July 13

* CALIFORNIA SPEEDWAY - International Speedway/Youth Motorized Olympics/XR National Championship, Orange County Fairgrounds, Costa Mesa. Info: 714/492-9933 or www.wlent.com/speedway.

Tues, July 14

* OHIO MOTOCROSS - AMA, Lawrence County Fair, Proctorville. Info: 740/756-1267.

July 16-19

CANADA RALLY - Mosport Rally for Sport Bikes, Mosport Park, Ontario. Info: 905/655-5403 or supersho@direct.com.

Thur, July 16

* OHIO MOTOCROSS - AMA, Madison County Fair, London. Info: 740/756-1267.

July 17-19

GEORGIA MOTORCYCLE RALLY - 13th annual British in The Blue Ridge Motorcycle Rally, Bald Mountain Campground, Hiawasse. Info: 770/953-4600 or 770/476-3852.

OREGON ROAD RACE - OMRRRA Sprints, Formula USA Pro Race, Portland. Info: 503/221-1487.

Fri, July 17

CALIFORNIA SPEEDWAY - Fast Fridays Speedway Racing, Fan of the Week, Gold Country Fairgrounds, Auburn. Info: 530/878-7223.

CALIFORNIA MOTOCROSS - A.V. Stadium Cross Night Series, Lancaster. Info: 805/942-6040.

GEORGIA SUPERCROSS - High Falls Supercross, Night Race, High Falls. Info: 770/358-6111.

MICHIGAN MOTOCROSS - MRA, Night Race, Milan Cycle City, Milan. Info: 734/439-7735 or 734/241-1600 or www.racemra.com.

NEW YORK DIRT TRACK - New York Dirt Track, Accord Speedway, Accord. Info: 518/756-3633 or 914/626-3478.

OHIO SHORT TRACK - Lawrenceburg Motorcycle Speedway, Semi-Pro, Night Race, Cincinnati. Info: 513/662-7759 or 812/537-5299.

* WISCONSIN MOTOCROSS - AMA Stadium MX, State Championship Race, Lake Geneva Raceway, Bloomfield Road, Lake Geneva. Info: 815/728-0823.

July 18-19

CALIFORNIA ROAD RACE - Willow Springs Motorcycle Club, Rnd 7, Rosamond. Info: 805/256-1234.

PENNSYLVANIA ROAD RACE - Eastern American Roadracing Association, YSR Roadracing, New Bloomfield Kart Track, New Bloomfield. Info: 757/484-4688.

WEST VIRGINIA DUAL SPORT - Racer Productions Inc., Blackwater, Davis.

Sat, July 18

* CALIFORNIA MOTOCROSS - GFI, Night Race, Rnd 5, Perris Raceway, Perris. Info: 909/653-4042.

* CALIFORNIA ARENACROSS - On Trac Events, GSC Racing, Bishop Fairgrounds, Bishop. Info: 760/872-1570.

CALIFORNIA DIRT TRACK - San Diego Flat Track Association Inc., Temecula Speedway. Info: 619/277-1591.

CALIFORNIA MOTOCROSS - Racing Enterprises Motorsports, Glen Helen, San Bernardino. Info: 619/484-1441.

CALIFORNIA MOTOCROSS - CRC, Los Angeles County Raceway, Palmdale. Info: 805/272-8889.

* CALIFORNIA SHORT TRACK - Stockton MC, AMA, Hillfery Speedway, Newman. Info: 209/466-6781.

CALIFORNIA FLAT TRACK - Outlaw Dirt Tracker Club, AMA, Barona Speedway, San Diego. Info: 619/427-0979.

* CALIFORNIA MOTOCROSS - CMC, Moto West Racing, PJR, Club Moto MX Facility, Livermore. Info: 415/587-8678 or 510/443-6686.

COLORADO SUPERCROSS - SRAC, Concept Productions Inc., Colorado Springs. Info: 303/988-7722 or 303/989-7436.

FLORIDA DIRT TRACK - Dirt Track Racers Association, Orange County Raceway, Orlando. Info: 407/869-5388.

* FLORIDA MOTOCROSS - West Florida Motocross Park, Night Race, Milton. Info: 850/623-6038.

GEORGIA MOTOCROSS - Southern Raceway Motocross, Bainbridge. Info: 912/246-3607 or 912/246-5088.

INDIANA MOTOCROSS - Steeltown MX Park, Chrisney. Info: 812/925-8850 or 888/957-RACE or Aol-Jm109.

* NEVADA MOTOCROSS - Las Vegas Motocross Club, Night Race, New Las Vegas Motor Speedway, Las Vegas. Info: 702/565-7876 or www.vegasmotocross.com.

NORTH CAROLINA MOTOCROSS - East Bend Motocross, District 29, East Bend. Info: 336/699-3629.

OHIO MOTOCROSS - AMA, Dirt Country Raceway, South of Blanchester. Info: 513/625-7350 or 513/625-9987.

OHIO MOTOCROSS - MRA, Night Race, Delta Raceway, Delta. Info: 419/822-3006 or 734/241-1600 or www.racemra.com.

* OHIO MOTOCROSS - AMA, Franklin County Fair, Hilliard. Info: 740/756-1267.

OKLAHOMA MOTOCROSS - Nighttime National MX, Pro-Am Sports Inc., 304/284-0084.

UTAH GRAND PRIX - Jordan River Raceway Events, Salt Lake City. Info: 801/533-8499.

* WASHINGTON HALF MILE - District 27, Okanogan Washington Fairgrounds. Info: 253/845-8166.

Sun, July 19

CALIFORNIA ROAD RIDE - Informal LA Harley HOG Chapter Ride to the Swallows Inn. Info: 562/408-6088.

CALIFORNIA SUPER MOTARD/SUPERBIKER - Battle Trax Series, Buell, Museum of Flying, Santa Monica Airport, Los Angeles. Info: 310/392-8822 or http://www.FastDates.com.

CALIFORNIA MOTORCYCLE SHOW - Los Angeles Mikuni Calendar Bike Show, Santa Monica Airport, Museum of Flying, Los Angeles. Info: 310/392-8822 or http://www.FastDates.com.

* CALIFORNIA MOTOCROSS - GFI Racing, Hollister Hills GP Track, Hollister. Info: 209/656-9682.

FLORIDA MOTOCROSS - ProSports USA, Sunshine State MX Championship Series, Dade City Raceway, Dade City. Info: 352/242-2605.

* GEORGIA MOTOCROSS - AMA, Heat Stroke Series, Paradise Off-Road Park, Macon. Info: 912/475-5711 or 476-8758.

ILLINOIS MOTORCYCLE SHOW - J&P Promotions, 13th annual Motorcycle Parts and Ride-In Bike Show, Will County Fairgrounds, Peotone. Info: 319/462-6011.

ILLINOIS HARE SCRAMBLES - Mid-South Summer Series, Jonesboro. Info: 615/859-0873 or www.msws.org.

MISSOURI HARE SCRAMBLES - Missouri Hare Scrambles Championship Series, Show-Me Motorsports. Info: 573/295-4324.

NEW MEXICO MOTOCROSS - NMCC & AMA Motocross at Moriarty. Info: 505/888-7312.

NEW YORK HARE SCRAMBLES - Western New York Off-Road Association, Wayne County MC. Info: 315/331-4764 or 315/331-6649.

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CRC 1998 California Race Schedule

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Saturday July 4 NO RACE - INDEPENDENCE DAY
Saturday July 11 Saturday Nite Specials MX LACR
Sunday July 12 CRC Mini Nationals LACR
Saturday July 18 Saturday Nite Specials MX LACR

Wed. Nite Practice April 15 to Sept. 23 • 4:00pm to 9:00pm
Fri. Nite Practice June 5 to Sept. 25 • 4:00pm to 9:00pm

CRC Info (805) 272-8889

CMC Racing - 714/367-1141

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July 11th Trulson MX Park, Ethel, WA
Round 8
July 12th Trulson MX Park, Ethel, WA
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* NORTH CAROLINA MOTOCROSS - Ballzee Grand Championship, Side By Side Racing, Rolling Hills Cycle Park, Reidsville. Info: 336/342-1037 or 342-9027.

* OHIO HARE SCRAMBLES - AMA, District 11, Dynamic Promotions, Constitution Ridge, Belpre. Info: 740/593-6704.

OHIO POKER RUN - AMA, Dayton Motorcycle Club, Special Wish Charity Ride, Dayton. Info: 937/263-9321.

* OKLAHOMA HALF MILE - Total Performance Racing, Oklahoma State Fairgrounds, Oklahoma City. Info: 918/836-6999.

PENNSYLVANIA MOTOCROSS - Sleepy Hollow MX Park, Fredericksburg. Info: 717/273-1180 or 717/865-5530.

PENNSYLVANIA HARE SCRAMBLES - Racer Productions Inc., Summer Series, Brownsville Luzerne Park, Brownsville. Info: 304/284-0084.

VIRGINIA MOTOCROSS - Victory Sports Racing, AMA Virginia State Championship, Pro Sport MX, Wytheville. Info: 423/323-5497 or www.victory-sports.com.

WASHINGTON SHORT TRACK - AMA, District 27, Dirt Track Series, ORV. Info: 425/745-4010.

WISCONSIN DIRT TRACK - Premier Racing Productions and Southeastern Short Trackers, Wilmont Speedway, Wilmont. Info: 414/353-5920 or 847/838-RACE.

* WISCONSIN MOTOCROSS - AMA, District 16 and Triplecross points, Lake Geneva Raceway, Lake Geneva. Info: 815/728-0823.

Tues, July 21

* ILLINOIS ARENACROSS - Little Egypt Off-Road MC, Saline County Fairgrounds, Harrisburg. Info: 618/252-2062.

* OHIO MOTOCROSS - AMA, Perry County Fair, New Lexington. Info: 740/756-1267.

Sat, July 20

* OHIO MOTOCROSS - AMA, Adams County Fair, West Union. Info: 740/756-1267.

Wed, July 22

* NEW YORK ARENACROSS - Frozen Ocean Motocross Park Inc., Night Race, Auburn. Info: 315/784-5466 or 784-5517.

Thur, July 23

* CALIFORNIA MOTOCROSS - GFI Racing, The Merced Power Sport Supercross race, Merced Fair, Merced. Info: 209/656-9682.

July 24-25

NOVA SCOTIA VINTAGE TT - British Cycle Supply Company, 1998 Atlantic Vintage TT, CMA, 5th annual British Cycle Supply, Atlantic Motorsport Park, Shubenacadie. Info: 902/542-7478.

Fri, July 24

CALIFORNIA SPEEDWAY - Fast Fridays Speedway Racing, North/South, The Civil War of Speedway, Gold Country Fairgrounds, Auburn. Info: 530/878-7223.

* CALIFORNIA MOTOCROSS - K-B Racing Promotions, Night Race, Sacramento Raceway, Sacramento. Info: 916/682-6123.

CALIFORNIA MOTOCROSS - A.V. Stadium Cross Night Series, Lancaster. Info: 805/942-6040.

MICHIGAN MOTOCROSS - MRA, Night Race, Milan Cycle City, Milan. Info: 734/439-7735 or 734/241-1600 or www.racemra.com.

* NEVADA MOTOCROSS - On Trac Events, CMC, Night Race, Silver State Raceway. Info: 702/267-4392.

* NEVAD ARENACROSS - On Trac Events, GSC Racing, Silverstate Raceway, Carson City. Info: 702/267-4392.

OHIO SHORT TRACK - Lawrenceburg Motorcycle Speedway, Semi-Pro, Night Race, Cincinnati. Info: 513/662-7759 or 812/537-5299.

* WISCONSIN MOTOCROSS - AMA Stadium Motocross, Suzuki Contingency Night, Lake Geneva Raceway, Bloomfield Road, Lake Geneva. Info: 815/728-0823.

July 25-26

* IDAHO MOTOCROSS - Wild West Nationals, Idaho Fairgrounds, Rupert. Info: 208/436-7071.

* MICHIGAN MOTOCROSS - AMA, District 14, Dirt Riders Motorsports, Log Road, Bronson. Info: 419/636-5430.

* MONTANA HILLCLIMB - Billings Motorcycle Club, Great American Hillclimb, AMA, District 15, BMC Club Grounds, Billings. Info: 406/252-5588 or www.blgsmtocclub.org.

OREGON MOTOCROSS - International Old-Timers MX Association, Oregon Chapter, Portland. Info: 503/257-0871.

UTAH MOTOCROSS - ZMA, Motocross Cedar Raceway, Cedar. Info: 435/673-0368.

Sat, July 25

ALABAMA MOTOCROSS - AMA, Kilpatrick Motocross, Albertville. Info: 256/561-3495.

* CALIFORNIA MOTOCROSS - GFI, Night Race, Rnd 6, Lancaster MX, Lancaster. Info: 909/653-4042.

CALIFORNIA MOTOCROSS - CMXR, 1998 Spring MX Series, Rnd 8, Carlsbad Raceway, Carlsbad. Info: 888/550-MOTO or www.carlsbadmx.com.

CALIFORNIA MOTOCROSS - Marysville MX, Night Race, Riverfront Park, Marysville. Info: 916/695-2727 or http://www.jps.net/motoc/index.htm.

CALIFORNIA MOTOCROSS - CRC, Los Angeles County Raceway, Palmdale. Info: 805/272-8889.

CALIFORNIA SHORT TRACK - Stockton MC, AMA, Hillsfery Speedway, Newman. Info: 209/466-6781.

GEORGIA MOTOCROSS - Southern Raceway Motocross, Bainbridge. Info: 912/246-3607 or 912/246-5088.

* ILLINOIS HALF MILE - Prairie Thunder MC, AMA, District 17, Menard County Fairgrounds, Petersburg. Info: 217/632-3857 or mcdevitt4@juno.com.

INDIANA DIRT TRACK - AMA, Semi-Pro, FTR, District 15, Night Race, Indiana State Championship, Bunker Hill Speedway, Bunker Hill. Info: 219/486-7172.

IOWA HALF MILE - Unlimited Promotions, Rnd 2, Des Moines. Info: 515/265-8388.

* KANSAS HALF MILE - Total Performance Racing, Norton Fairgrounds, Norton. Info: 918/836-6999.

NEBRASKA SHORT TRACK - Norfolk Short Track, First Street & Benjamin Avenue, Norfolk. Info: 402/887-5380 or jghix@bloomnet.com.

* NEVADA MOTOCROSS - Moto-X-West, Reno OTHG, Night Race, Rnd 4, Fernley International Raceway, Fernley. Info: 702/331-6568 or jaja@aosisol.com.

NEVADA ROAD RACE - MRAN, Night Race, Las Vegas. Info: 702/453-6637.

* NEW YORK SPEEDWAY - New Champion Speedway, Legends of Speedway, Owego. Info: 716/227-2223 or speedway.everyware.com/owego_ny.html.

NEW YORK DIRT TRACK - New York Dirt Track, Accord Speedway, Accord. Info: 518/756-3633 or 914/626-3478.

* NORTH CAROLINA MOTOCROSS - Daniels Ridge Spring/Summer Series, Taylorsville. Info: 704/758-4342.

NORTH CAROLINA MOTOCROSS - East Bend Motocross, District 29, East Bend. Info: 336/699-3629.

* NORTH CAROLINA SUPERCROSS - NAME, Under The Lights Series, Rolling Hills Cycle Park, Reidsville. Info: 336/342-4492.

* OHIO MOTOCROSS - D&D Motocross, Dunlop/FMF Amateur Day, Troy. Info: 937/335-4763.

* OHIO STADIUM MOTOCROSS - CRA, Western Reserve MC, Night Race, Salem. Info: 330/337-8005.

OHIO MOTOCROSS - MRA, Night Race, Wheelie King Contest, Delta Raceway, Delta. Info: 419/822-3006 or 734/241-1600 or www.racemra.com.

WASHINGTON SHORT TRACK - AMA, District 27, Dirt Track Series, Hannegan. Info: 425/745-4010.

Sun, July 26

CALIFORNIA GRAND PRIX - SRA GP, Glen Helen, San Bernardino. Info: 714/957-2985.

CALIFORNIA MOTOCROSS - CMMC, Rnd 11, Barona Oaks. Info: 760/752-8252.

* COLORADO MOTOCROSS - Rocky Mountain Motocross Association, Semi-Pro with Youth/ATV, Sweney Cycle Park, Brush. Info: 303/271-0190 or 719/473-6723.

FLORIDA MOTOCROSS - ProSports USA, Sunshine State MX Championship Series, Sun State Raceway, Ona. Info: 352/242-2605.

* FLORIDA ROAD RACE - CCS, Moroso Motorsports Park, West Palm Beach. Info: 561/793-3394.

MARYLAND TRAIL RIDE - Western Maryland Off-Road Riders, Cliffside Off-Road Park, Rawlings. Info: 301/724-6738.

* MISSISSIPPI MOTOCROSS - Motocross 886, Rnd 4, Pontotoc. Info: 601/489-8316.

* NEW YORK MOTOCROSS - Hunt Motocross Park, NYS Challenge Series, Rnd 4, WNYSC, Robinson Road, Hunt. Info: 716/476-2697.

OHIO HARE SCRAMBLES - CRA, Salem Motorcycle Club Inc., Lisbon. Info: 330/482-2971 or 332-9465.

* OHIO MOTOCROSS - Pro National, D&D Motocross, F&S Racing Mazda Pro National, Troy. Info: 937/335-4763.

OHIO MOTOCROSS - Iron Man Gran Prix Motocross, Delta Raceway, Delta. Info: 419/822-3006 or 734/241-1600 or www.racemra.com.

* OHIO MOTOCROSS - CRA, Ohio International Raceway, Ravenna. Info: 330/369-5993.

* OKLAHOMA DIRT TRACK - Total Performance Racing, Tulsa Speedway, Tulsa. Info: 918/836-6999.

* OREGON MOTOCROSS - Warner Racing, Wallowa Mountain Motocross, Enterprise. Info: 541/426-6284.

PENNSYLVANIA MOTOCROSS - Flying Dutchmen MC Inc., Pine Grove. Info: 717/345-6340 or 717/345-8734.

PENNSYLVANIA ENDURO - Brandywine ECEA, Crossfork. Info: 610/582-2357.

* TENNESSEE MOTOCROSS - AMA, Five Oaks Motocross, Sale Creek. Info: 423/332-9092.

* VIRGINIA MOTOCROSS - AMA, District 13, Ballzee Grand Championship Series, Birch Creek Motorsports Park, Danville. Info: 804/724-4392.

* WYOMING MOTOCROSS - SRAC, 17th round of the MX Series, Cheyenne Cycle Club, Cheyenne. Info: 303/988-7722 or 303/989-7436.

Mon, July 27

OHIO MOTOCROSS - AMA, Dirt Country Raceway, South of Blanchester. Info: 513/625-7350 or 513/625-9987.

July 28-Aug 1

OKLAHOMA MOTOCROSS - NMA 23rd annual Grand Nationals of Motocross, Ponca City. Info: 909/657-6834.

Tues, July 28

* NORTH CAROLINA SHORT TRACK - AMA, Pro-Am, 600 Pro-Sport/Expert, GNC only, FTR, Charlotte Motor Speedway, Concord. Info: 219/486-7172.

July 30-31

* WASHINGTON MOTOCROSS - AMA, AM Days, Washougal MX Park, Washougal. Info: 541/673-1671.

Thur, July 30

IOWA HALF MILE - Unlimited Promotions, Rnd 3, Southern Iowa Fair, Oskaloosa. Info: 515/265-8388.

Fri, July 31

CALIFORNIA SPEEDWAY - Fast Fridays Speedway Racing, Fan of the Week, Gold Country Fairgrounds, Auburn. Info: 530/878-7223.

CALIFORNIA MOTOCROSS - A.V. Stadium Cross Night Series, Lancaster. Info: 805/942-6040.

GEORGIA SUPERCROSS - High Falls SX, Night Race, High Falls. Info: 770/358-6111.

MICHIGAN MOTOCROSS - MRA, Night Race, Milan Cycle City, Milan. Info: 734/439-7735 or 734/241-1600 or www.racemra.com.

OHIO SHORT TRACK - Lawrenceburg Motorcycle Speedway, Semi-Pro, Night Race, Cincinnati. Info: 513/662-7759 or 812/537-5299.

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JULY 11 L.A.C.R. - Night Race.
Gates open at 3:00, Practice at 4:00, Race at 5:00 PM.

JULY 25 Perris Raceway - Night Race. OTHG race only.
Gates open at 2:00, Practice at 3:00, Race at 4:00 PM.
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GFI RACING **(909) 653-4042**
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Southern Region

Sat., July 4	GFI Team Green Youth Nationals	Glen Helen
Sun., July 5	GFI Team Green Youth Nationals	Glen Helen
Wed., July 8	Wednesday Practice (3pm-DUSK)	Perris
Fri., July 10	Friday Night Practice (5pm-10pm)	Perris
Sat., July 11	GFI Night MX Series Round 4	Perris

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MORE INFO OTHER EVENTS IN ADDITION
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909-657-8845 SANCT BY **NMA**

(209) 673-8080

Bounty Hunter Series

Sat., July 4 Los Banos, CA

Sat., July 11 Los Banos, CA

Sat., July 18 Los Banos, CA

GFI RACING **(209) 656-9682**
A Rider for the Riders

Northern Region

Sun., July 12	Hollister Hills GP Track, Hollister, CA
Thurs., July 23	The Merced Power Sport Supercross race at Merced Fair, Merced, CA
Sun., Aug. 9	Hollister Hills GP Track, Hollister, CA

Saturday Practice 8am - 2pm prior to race events

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Racing on the Tube

July
Broadcasts

All times shown are Eastern. ESPN2, Fox Sports Net and SPEEDVISION listed below.

Networks frequently modify program schedules. Consult your local cable listings to confirm broadcast dates and times. Cycle News is not responsible for errors in scheduling.

7/1/98	4:00 AM	MotoWorld (R)	ESPN2	7/12/98	6:00 PM	World Superbike -	
7/1/98	12:00 PM	Southwick, MA				Laguna Seca (Same day delay)	Fox
		Motocross (R)	ESPN2	7/12/98	6:00 PM	Canadian Biker TV	Speed
7/2/98	6:30 PM	MotoWorld	ESPN2	7/13/98	3:30 AM	MW2 Rev It Up	ESPN2
7/3/98	10:00 PM	Budds Creek, MD		7/14/98	3:00 AM	MotoWorld (R)	ESPN2
		Motocross	ESPN2	7/14/98	7:00 PM	Bike Week -	
7/5/98	3:30 AM	MW2 Rev It Up	ESPN2			Honda Hoot	Speed
7/5/98	11:00 AM	MotoWorld (R)	ESPN2	7/14/98	8:00 PM	FIM World Superbike -	
7/5/98	6:00 PM	Canadian Biker TV	Speed			Laguna Seca (Race 2)	Speed
7/5/98	9:00 PM	FIM World Superbike -		7/14/98	9:00 PM	Canadian Superbike C'ship -	
		San Paolo (Same day delay)	Speed			Calgary	Speed
7/5/98	10:00 PM	FIM World GP 500 -		7/16/98	6:30 PM	MotoWorld	ESPN2
		Britain (Same day delay)	Speed	7/17/98	9:00 PM	AMA 750cc Supersport -	
7/6/98	3:00 AM	MotoWorld (R)	ESPN2			Laguna Seca	Speed
7/6/98	1:00 PM	Budds Creek, MD		7/17/98	10:00 PM	FIM World GP 250 -	
		Motocross (R)	ESPN2			Holland	Speed
7/7/98	7:00 PM	Bike Week -		7/18/98	1:00 PM	Buchanan, MI Motocross	ESPN2
		Reliability Enduro	Speed	7/19/98	12:00 PM	MotoWorld (R)	ESPN2
7/7/98	8:00 PM	FIM World Supersport -		7/19/98	12:30 PM	Formula USA MCTV -	
		Italy	Speed			Pikes Peak	Speed
7/7/98	9:00 PM	Canadian Superbike C'ship -		7/19/98	2:00 PM	AMA Superbike -	
		Chillweck	Speed			Mid Ohio (Live)	Speed
7/9/98	6:30 PM	MotoWorld	ESPN2	7/19/98	4:00 PM	FIM World GP 125 -	
7/10/98	6:30 PM	MW2 Rev It Up	ESPN2			Holland	Speed
7/11/98	2:30 PM	MotoWorld (R)	ESPN2	7/19/98	6:00 PM	AMA 600 Supersport-Mid Ohio	
7/11/98	6:00 PM	AMA 600 Supersport-				(Same day delay)	Fox
		Laguna Seca (Same day delay)	Fox	7/19/98	6:00 PM	Canadian Biker TV	Speed
7/12/98	2:30 PM	FIM World Superbike -		7/19/98	10:00 PM	FIM World GP 500 -	
		Laguna Seca (Race 1) (Live)	Speed			Germany (Same day delay)	Speed

AT= American Thunder If you are unable to get ESPN2, Fox Sports Net, or SPEEDVISION, contact your local cable company.

CALENDAR

Calendar listings are a free service for Cycle News readers and race promoters. All information is the responsibility of the promoter. Calendar listings cannot be accepted over the phone; we must have a complete written Calendar listing on file. Use listing blank in this section. Listings must be received by Wednesday for publication in the following week's issue. We strongly suggest racers/spectators call the promoter/track to confirm details before traveling to the event. FAX - 714-436-9574

OHIO MOTOCROSS - Blendzall Night, Malvern Motocross Park, Night Race. Info: 330/262-4945.

WASHINGTON SHORT TRACK - AMA, District 27, Dirt Track Series, Rainier. Info: 425/745-4010.

* WISCONSIN MOTOCROSS - AMA Stadium MX, Nielsen Entertainment, Pro-Challenge Series, Lake Geneva Raceway, Bloomfield Road, Lake Geneva. Info: 815/728-0823.

Sat, Aug 1

* CALIFORNIA SPEEDWAY - International Speedway, Auto Trader Summer Season Opener, Orange County Fairgrounds, Costa Mesa. Info: 714/492-9933 or www.wient.com/speedway.

* CALIFORNIA ARENACROSS - On Trac Events/GSC Racing, Bishop Fairgrounds, Bishop. Info: 760/872-1570.

CALIFORNIA MOTOCROSS - Racing Enterprises Motorsports, Glen Helen, San Bernardino. Info: 619/484-1441 or 619/484-7056.

CALIFORNIA MOTOCROSS - Los Angeles County Raceway, CRC Mini Nationals, Palmdale. Info: 805/272-8889.

* CALIFORNIA MOTOCROSS - CMC, Moto West Racing, PJR, Club-Moto MX Facility, Livermore. Info: 415/587-8678 or 510/443-6686.

FLORIDA DIRT TRACK - Florida Dirt Track Racers Association, Orange County Raceway, Orlando. Info: 407/869-5388.

* FLORIDA MOTOCROSS - West Florida Motocross Park, Night Race, Milton. Info: 850/623-6038.

* KENTUCKY STADIUM MOTOCROSS - KTMXA, Paris Dirt Trackers Inc., Paducah Chiefs Race Park, Paducah. Info: 901/642-0511.

* NEVADA MOTOCROSS - Las Vegas Motocross Club, Night Race, New Las Vegas Motor Speedway, gate one, Las Vegas. Info: 702/565-7876 or www.vegasmotocross.com.

NEW YORK DIRT TRACK - New York Dirt Track, Accord Speedway, Accord. Info: 518/756-3633 or 914/626-3478.

NORTH CAROLINA MOTOCROSS - 4th annual 226 Motocross, Blue Ridge Yamaha. Info: 828/652-3758.

NORTH CAROLINA MOTOCROSS - East Bend Motocross, AMA, District 29, East Bend. Info: 336/699-3629.

OHIO MOTOCROSS - MRA, Night Race, Delta Raceway, Delta. Info: 419/822-3006 or 734/241-1600 or www.racemra.com.

* OHIO SUPERCROSS - Action Sports, AMA, Nelsonville. Info: 740/594-6686.

* OKLAHOMA MOTOCROSS - Pro-Am Sports Inc., Motorcycle Raceway, Oklahoma City. Info: 405/737-2468.

* WASHINGTON MOTOCROSS - AMA, Washougal Motocross Park, Washougal. Info: 541/673-1671.

WASHINGTON SHORT TRACK - AMA, District 27, Dirt Track Series, Rainier. Info: 425/745-4010.

Sun, Aug 2

* COLORADO MOTOCROSS - SRAC, 18th round of the MX Series, Wild Rat Raceway, Colorado Springs. Info: 303/988-7722 or 303/989-7436.

KENTUCKY HARE SCRAMBLES - AMA, Eagle Creek Park, Mason Lane, Owenton. Info: 606/472-3442.

KENTUCKY HARE SCRAMBLES - Mid-South Summer Series, Saddleback East. Info: 615/859-0873 or www.mswws.org.

* MARYLAND MOTOCROSS - AMA, District 7, Budds Creek MX Park, Budds Creek. Info: 301/475-2000 or www.buddscreek.com.

* MICHIGAN HILL CLIMB - AMA, Muskegon Motorcycle Club, Mount Garfield, Muskegon. Info: 616/728-4153.

MISSOURI HARE SCRAMBLES - Missouri Hare Scrambles Championship Series, Crowley's Ridge Dirt Riders. Info: 417/537-8406.

NEW YORK HARE SCRAMBLES - Western New York Off-Road Association, Square Deal Riders, Greene. Info: 607/722-6195.

* NORTH CAROLINA MOTOCROSS - Devil's Ridge, Fall Series, District 29, AMA, Sanford. Info: 919/776-1767.

OHIO MOTOCROSS - Sunset Ramblers, Motorcycle Club of Galion. Info: 419/562-6931.

OHIO MOTOCROSS - AMA, Dayton Motorcycle Club, Dayton. Info: 937/263-9321.

PENNSYLVANIA MOTOCROSS - Sleepy Hollow MX Park Inc., Fredericksburg. Info: 717/273-1180 or 717/865-5530.

* TENNESSEE MOTOCROSS - AMA, Five Oaks Motocross, Sale Creek. Info: 423/332-9092.

Aug 3-8

TENNESSEE MOTOCROSS - AMA, WML, Amateur Nationals, Nashville. Info: 949/837-2206.

Aug 7-9

NEW POKER RUN - District 4 Tour Weekend, AMA, Wayne County Motorcycle Club Inc., Bristol Woodlands Campground, Bristol Center. Info: 315/597-6293.

Fri, Aug 7

CALIFORNIA SPEEDWAY - Fast Fridays Speedway Racing, Challenge #5, Fan of the Week, Gold Country Fairgrounds, Auburn. Info: 530/878-7223.

GEORGIA SUPERCROSS - High Falls SX, Night Race, High Falls. Info: 770/358-6111.

MICHIGAN MOTOCROSS - MRA, Night Race, MX Freestyle Competition, Milan Cycle City, Milan. Info: 734/439-7735 or 734/241-1600 or www.racemra.com.

OHIO SHORT TRACK - Lawrenceburg Motorcycle Speedway, Semi-Pro, Night Race, Dearborn County Fairgrounds. Info: 513/662-7759 or 812/537-5299.

* WISCONSIN STADIUM MOTOCROSS - AMA, Suzuki Contingency, Mac Night, Lake Geneva Raceway, Lake Geneva. Info: 815/728-0823.

Sat, Aug 8

CALIFORNIA ROAD RIDE - Los Angeles Harley HOG Chapter ride to the Swallows Inn. Info: 562/408-6088.

* CALIFORNIA MOTOCROSS - GFI Racing, GFI at Night MX Series, Rnd 7, Yamaha Contingency LACR, Palmdale. Info: 909/653-4042.

* CALIFORNIA SPEEDWAY - International Speedway, Stanley Exhaust Tech Night, Orange County Fairgrounds, Costa Mesa. Info: 714/492-9933 or www.wient.com/speedway.

CALIFORNIA MOTOCROSS - Racing Enterprises Motorsports, Glen Helen, San Bernardino. Info: 619/484-1441 or 619/484-7056.

CALIFORNIA MOTOCROSS - Los Angeles County Raceway, CRC Mini Nationals, Palmdale. Info: 805/272-8889.

INDIANA MOTOCROSS - Dash For Cash, Steeltown Motocross Park, Chrisney. Info: 888/957-RACE or 812/925-8850.

NEVADA MOTOCROSS - Summer Night Motocross Series, Rnd 5, Fernley International Raceway, Fernley. Info: 702/423-8226 or jaja@aosisol.com.

NEVADA HARE SCRAMBLES - Coyotes MC, MRAN, Ely. Info: 702/289-8254.

NEW YORK GRAND PRIX - NYS Off-Road Grand Prix Championship Series, Langford Speedway, Langford. Info: 716/825-8720.

NEW YORK DIRT TRACK - New York Dirt Track, Accord Speedway, Accord. Info: 518/756-3633 or 914/626-3478.

* NEW YORK SPEEDWAY - New Champion Speedway, USA vs Canada, Owego. Info: 716/227-2223 or speedway.everyware.com/owego_ny.html.

NORTH CAROLINA MOTOCROSS - East Bend Motocross, AMA, District 29, East Bend. Info: 336/699-3629.

* NORTH CAROLINA SUPERCROSS - NAME, Under The Lights Series, Rolling Hills Cycle Park, Reidsville. Info: 336/342-4492.

OHIO MOTOCROSS - Dirt Country Raceway, AMA. Info: 513/595-5925 or 513/625-9987.

* OHIO MOTOCROSS - Malvern Motocross Park, Wiseco Piston Weekend, Night Race, Malvern. Info: 330/262-4945.

OHIO MOTOCROSS - MRA, Night Race, Delta Raceway, Delta. Info: 419/822-3006 or 734/241-1600.

* OKLAHOMA MOTOCROSS - Pro-Am Sports Inc., Motorcycle Raceway, Oklahoma City. Info: 405/737-2468.

* PENNSYLVANIA SHORT TRACK - AMA, Trail-Way Speedway, Hanover. Info: 717/359-4310.

WASHINGTON TT - AMA, District 27, Dirt Track Series, Castle Rock. Info: 425/745-4010.

Sun, Aug 9

CALIFORNIA HARE SCRAMBLES - Malvern Motocross Park, Wiseco Piston Weekend, Night Race, Malvern. Info: 330/262-4945.

CALIFORNIA MOTOCROSS - CMMC, Rnd 12, Barona Oaks. Info: 760/752-8252.

* CALIFORNIA MOTOCROSS - GFI Racing, Hollister Hills GP Track, Hollister. Info: 209/656-9682.

CANADA HARE SCRAMBLES - CMA/Niagara Timberline Riders, Welland, Province, Ontario. Info: 716/822-9115 or http://www.vaxxine.com/timberline.

* COLORADO MOTOCROSS - SRAC, 19th round of the MX Series, Rocky Mountain Promotions, Berthoud. Info: 303/988-7722 or 303/989-7436.

MARYLAND MOTOCROSS - Antietam Motorcycle Club, Semi-Pro, Amateur, Youth classes, AMA, District 7, Hagerstown. Info: 301/797-8686.

NEVADA MOTOCROSS - Reno OTHG, Night Race, Fernley International Raceway, Fernley. Info: 702/331-6568 or jaja@aosisol.com.

NEW JERSEY MOTOCROSS - Old Bridge Township Raceway Park, Normal Semi-Pro Race Day, Englishtown. Info: 732/446-7800.

NEW YORK MOTOCROSS - Silver Springs Motocross, WNYSC, Rock Glen. Info: 716/786-5596 or 716/786-2157.

NEW YORK MOTOCROSS - Claverack Motocross, Yamaha Contingency Race, District 34 Series Race, Claverack. Info: 518/828-6149.

* NORTH CAROLINA MOTOCROSS - AMA, Dixieland Motorsports, Elizabeth City MX, Summer Series, Districts 13 & 29, Elizabeth City. Info: 757/549-7012.

OHIO MOTOCROSS - Iron Man Gran Prix Motocross, Delta Raceway, Delta. Info: 419/822-3006 or 734/241-1600.

PENNSYLVANIA HARE SCRAMBLES - Western New York Off-Road Association, McKean County MC, Rew. Info: 814/368-2538.

PENNSYLVANIA ROAD RACE - YSR Road Racing, Eastern American Road Racing Association, New Bloomfield Kart Track, New Bloomfield. Info: 757/484-4688.

PENNSYLVANIA MOTOCROSS - Flying Dutchmen MC Inc., Pine Grove. Info: 717/345-6340 or 717/345-8734.

Aug 14-15

WASHINGTON HALF MILE - AMA, District 27, Dirt Track Series, Spokane. Info: 425/745-4010.

Aug 14-16

CALIFORNIA MOTORCYCLE EVENT - Donner Ski Ranch, First annual Old Highway 40 Motorcycle Days, will feature 12 different motorcycling events, Norden. Info: 530/426-3635.

Fri, Aug 14

CALIFORNIA SPEEDWAY - Fast Fridays Speedway Racing, 25-Lap Main Event, Fan of the Week, Gold Country Fairgrounds, Auburn. Info: 530/878-7223.

CALIFORNIA CAR SHOW - Concours Italiano Classic and Exotic Italian Automobiles, Quail Lodge Resort and Golf Club, Carmel. Info: 425/688-1903.

* CALIFORNIA MOTOCROSS - K-B Racing Promotions, Night Race, Sacramento Raceway, Sacramento. Info: 916/682-6123.

MICHIGAN MOTOCROSS - MRA, Night Race, Milan Cycle City, Milan. Info: 734/439-7735 or 734/241-1600.

* NEVADA ARENACROSS - On Trac Events, Silverstate Raceway, Carson City. Info: 702/267-4392.

OHIO SHORT TRACK - Lawrenceburg Motorcycle Speedway, Semi-Pro, Night Race, Dearborn County Fairgrounds. Info: 513/662-7759 or 812/537-5299.

* WISCONSIN STADIUM MOTOCROSS
- AMA, Nielsen Entertainment, Free Corn
Roast, Lake Geneva Raceway, Lake
Geneva. Info: 815/728-0823.

Aug 15-16

CALIFORNIA ROAD RACE - Willow
Springs Motorcycle Club, Rnd 8, Willow
Springs International Raceway,
Rosamond. Info: 805/256-1234.

* MICHIGAN MOTOCROSS - AMA,
District 14, Dirt Riders Motorsports, Log
Road, Bronson. Info: 419/636-5430.

* OHIO MOTOCROSS - District 11,
Action Sports Promotions, AMA, Albany.
Info: 740/594-6686.

UTAH MOTOCROSS - ZMA, Motocross
Cedar Raceway, Cedar. Info: 435/673-0368.

WASHINGTON MOTOCROSS -
International Old Timers MX Association,
Woods Creek. Info: 408/379-4639.

Sat, Aug 15

CALIFORNIA ROAD RIDE - Los Angeles
Harley Beat The Heat Putt. Info: 562/408-
6088.

* CALIFORNIA MOTOCROSS - GFI
Racing, GFI at Night MX Series, Rnd 8,
Perris Raceway, Perris. Info: 909/653-
4042.

* CALIFORNIA SPEEDWAY -
International Speedway, Orange County
Fairgrounds, Costa Mesa. Info: 714/492-
9933 or www.wient.com/speedway.

* CALIFORNIA SPEEDWAY - San Diego
Flat Track Association, Temecula
Speedway. Info: 619/277-1591.

CALIFORNIA MOTOCROSS - Racing
Enterprises Motorsports, Glen Helen, San
Bernardino. Info: 619/484-1441 or
619/484-7056.

CALIFORNIA MOTOCROSS - Los
Angeles County Raceway, CRC Mini
Nationals, Palmdale. Info: 805/272-8889.

FLORIDA DIRT TRACK - Florida Dirt
Track Racers Association, Orange County
Raceway, Orlando. Info: 407/869-5388.

* FLORIDA MOTOCROSS - West Florida
Motocross Park, Night Race, Milton. Info:
850/623-6038.

* NEVADA MOTOCROSS - Las Vegas
Motocross Club, Night Race, New Las
Vegas Motor Speedway, gate one, Las
Vegas. Info: 702/565-7876 or
www.vegasmotocross.com.

NEW YORK DIRT TRACK - New York
Dirt Track, Accord Speedway, Accord.
Info: 518/756-3633 or 914/626-3478.

* NEW YORK ARENACROSS - Frozen
Ocean Motocross Park Inc., Night Race,
Auburn. Info: 315/784-5466 or 784-5517.

NORTH CAROLINA MOTOCROSS - 4th
annual 226 Motocross, Strick Cycle Shop.
Info: 828/652-3758.

NORTH CAROLINA MOTOCROSS -
East Bend Motocross, AMA, District 29,
East Bend. Info: 336/699-3629.

* OHIO MOTOCROSS - Malvern
Motocross Park, Night Race, Harding's
Park Cycle Night. Info: 330/262-4945.

OHIO MOTOCROSS - MRA, Night Race,
Delta Raceway, Delta. Info: 419/822-3006
or 734/241-1600 or www.racemra.com.

* OKLAHOMA MOTOCROSS - Pro-Am
Sports Inc., Motorcycle Raceway,
Oklahoma City. Info: 405/737-2468.

VIRGINIA MOTOCROSS - Powerline
Motocross Playground, Floyd County,
Willis. Info: 540/789-7260 or 540/789-7640.

WASHINGTON SHORT TRACK - AMA,
District 27, Dirt Track Series, Rainier.
Info: 425/745-4010.

Sun, Aug 16

* COLORADO MOTOCROSS - Rocky
Mountain Motocross Association, Semi-
Pro with Youth/ATV, Watkins Sports
Riders Association, Watkins. Info:
303/271-0190 or 719/473-6723.

COLORADO MOTOCROSS - AMA, High
Desert Racing Club, Mesa Verde. Info:
970/533-9747 or 505/325-4195.

COLORADO SUPERCROSS - SRAC,
Extreme Promotions, Grand Junction.
Info: 303/988-7722 or 303/989-7436.

FLORIDA MOTOCROSS - ProSports
USA, Sunshine State MX Championship
Series, Orlando MX Park, Orlando. Info:
352/242-2605.

NEW YORK ENDURO - Western New
York Off-Road Association, Ithaca Dirt
Riders, Speedville. Info: 607/539-6149.

* NEW YORK MOTOCROSS - Frozen
Ocean Motocross Park Inc., WNYSC,
Auburn. Info: 315/784-5466 or 784-5517.

PENNSYLVANIA MOTOCROSS - Sleepy
Hollow MX Park Inc., Fredericksburg.
Info: 717/273-1180 or 717/865-5530.

PENNSYLVANIA HILLCLIMB - Bedford
County Motorcycle Club, Beaverdale.
Info: 814/487-4320.

PENNSYLVANIA CHARITY RUN -
Gospel Riders, Charity Run at
Harleysville Motorcycle Company,
Motorcyclists for Jesus. Info:
800/63-V-TWIN or
www.angelfire.com/pa/gospelriders.

WASHINGTON SHORT TRACK - AMA,
District 27, Dirt Track Series, ORV. Info:
425/745-4010.

* WISCONSIN MOTOCROSS - AMA,
District 16, Lake Geneva Raceway, Lake
Geneva. Info: 815/728-0823.

Mon, Aug 17

* MISSOURI MOTOCROSS - R.J.
Wohlburg Racing, Missouri State
Fairgrounds, Sedalia. Info: 660/826-2925.

Fri, Aug 21

CALIFORNIA SPEEDWAY - Fast Fridays
Speedway Racing, Fan of the Week,
Gold Country Fairgrounds, Auburn. Info:
530/878-7223.

GEORGIA SUPERCROSS - High Falls
SX, Night Race, High Falls. Info: 770/358-
6111.

MICHIGAN MOTOCROSS - MRA, Night
Race, Milan Cycle City, Milan. Info:
734/439-7735 or 734/241-1600 or
www.racemra.com.

OHIO SHORT TRACK - Lawrenceburg
Motorcycle Speedway, Semi-Pro, Night
Race, Dearborn County Fairgrounds.
Info: 513/662-7759 or 812/537-5299.

* WISCONSIN STADIUM MOTOCROSS
- AMA, Nielsen Entertainment, Pro
Challenge Series, Lake Geneva
Raceway, Lake Geneva. Info: 815/728-
0823.

Aug 22-23

NEVADA HARE SCRAMBLES -
Cowboys MC, MRAN, Hiko. Info:
702/728-4582.

* OHIO MOTOCROSS - AMA, District 11,
Ohio State Fair, Columbus. Info: 740/323-
3489.

OREGON ROAD RACE - OMRRA,
Sprints and Italian Day, Portland. Info:
503/221-1487.

WASHINGTON SHORT TRACK - AMA,
District 27, Dirt Track Series, ORV. Info:
425/745-4010.

WEST VIRGINIA HILLCLIMB - AMA,
Jacks Run Hillclimb Club, Ripley. Info:
304/732-2269.

Sat, Aug 22

ALABAMA MOTOCROSS - AMA,
Kilpatrick Motocross, Albertville. Info:
256/561-3495.

* CALIFORNIA MOTOCROSS - CMC,
Sunstar Trans-Cal MX Nationals, Rnd 1
North, Riverfront Park, Marysville. Info:
530/695-2727.

* CALIFORNIA MOTOCROSS - GFI
Racing, GFI at Night MX Series, Rnd 9,
LACR, Palmdale. Info: 909/653-4042.

* CALIFORNIA SPEEDWAY -
International Speedway, Orange County
Harley Night, Orange County
Fairgrounds, Costa Mesa. Info: 714/492-
9933 or www.wient.com/speedway.

* CALIFORNIA ARENACROSS - On Trac
Events/GSC Racing, Bishop Fairgrounds,
Bishop. Info: 760/872-1570.

CALIFORNIA MOTOCROSS - Racing
Enterprises Motorsports, Glen Helen, San
Bernardino. Info: 619/484-1441 or
619/484-7056.

CALIFORNIA MOTOCROSS - Los
Angeles County Raceway, CRC Mini
Nationals, Palmdale. Info: 805/272-8889.

COLORADO SUPERCROSS - SRAC,
M&M Connections, Colorado Springs.
Info: 303/988-7722 or 303/989-7436.

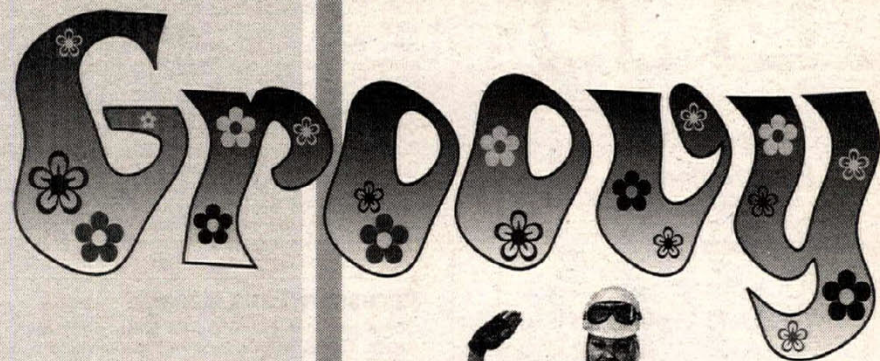
INDIANA MOTOCROSS - Dash For
Cash, Steeltown Motocross Park,
Chrisney. Info: 888/957-RACE or
812/925-8850.

NEW YORK DIRT TRACK - New York
Dirt Track, Accord Speedway, Accord.
Info: 518/756-3633 or 914/626-3478.

* NEW YORK ARENACROSS - Frozen
Ocean Motocross Park Inc., Night Race,
Auburn. Info: 315/784-5466 or 784-5517.

* NEW YORK SPEEDWAY - New
Champion Speedway, Harley Night,
Owego. Info: 716/227-2223 or
speedway.everyware.com/owego_ny.html.

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Event date: _____

Type of event: _____ Pro Payback: ☐ Yes ☐ No

Event sanction/promoter/sponsoring club: _____

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Established multi line dealer looking for (2) enthusiastic technicians with experience in all phases of motorcycle, ATV and PWC. Dealership located in small midwestern town with low cost of living and affordable homes. Excellent salary, benefits, paid vacations and incentives. Contact Doug or Kevin (740)452-5438 or fax resume to (740)452-4242. OH

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Wanted Parts Manager & Parts Person

Experience desired. Dick Allen Yamaha Honda Sea-Doo. Ask for Janet or Dick. (805)259-8460. Newhall/Valencia Area. CA

Parts Counter Person

Experience preferred, will train right person. Contact Mo at Long Beach Motorsports. (562)427-2779. CA.

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Muzzys

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Honda, Kawasaki, Polaris dealership seeking experienced technician. Call Guy (518)731-8119. NY

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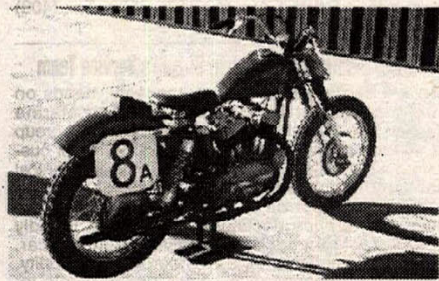
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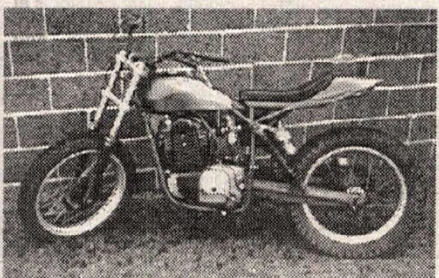
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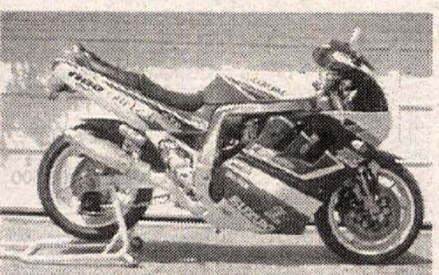
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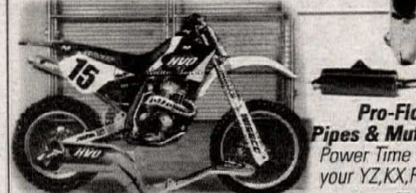
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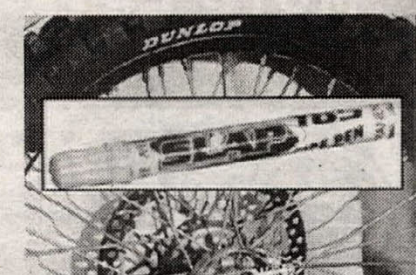
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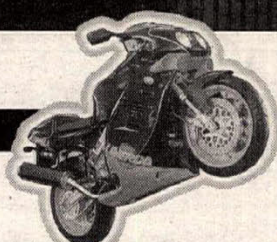
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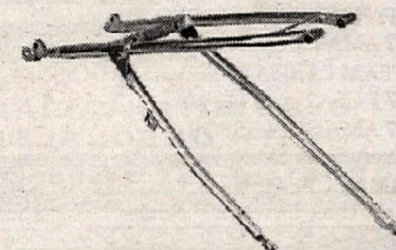
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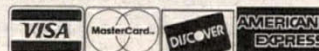
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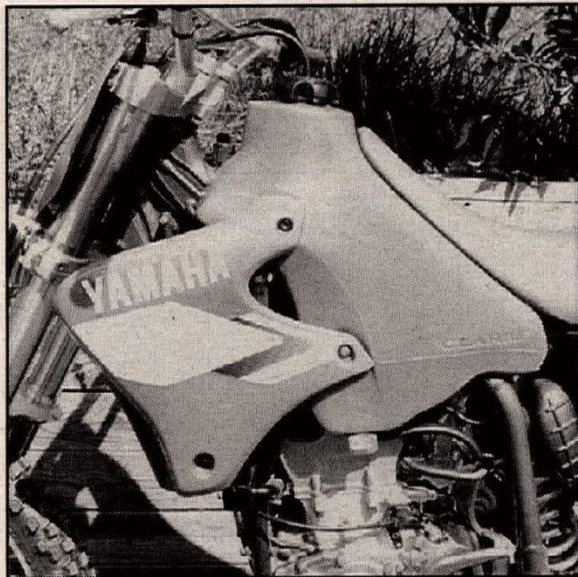
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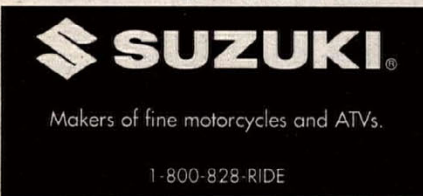
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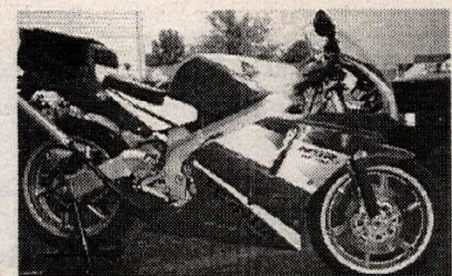
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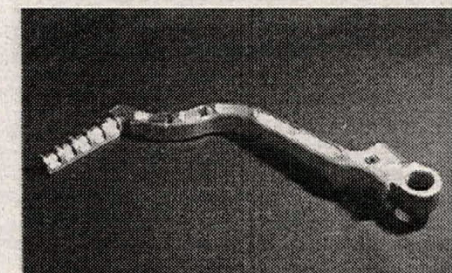
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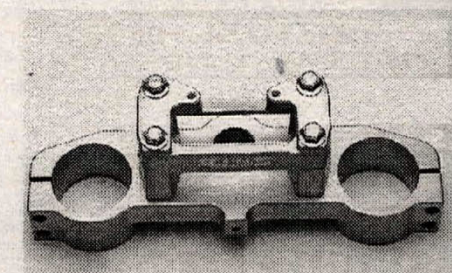


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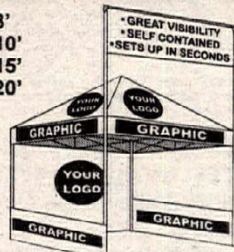
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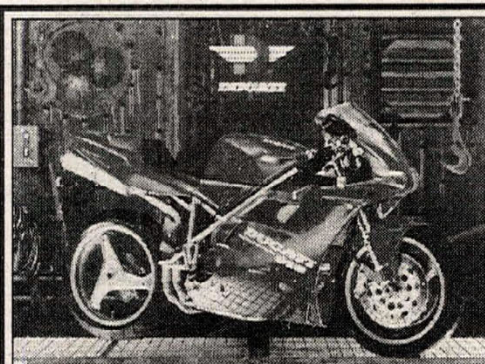
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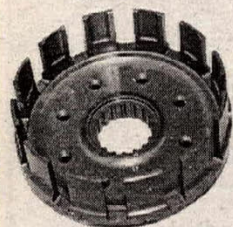
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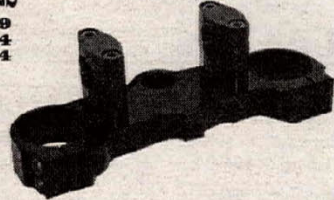
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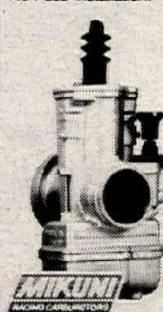
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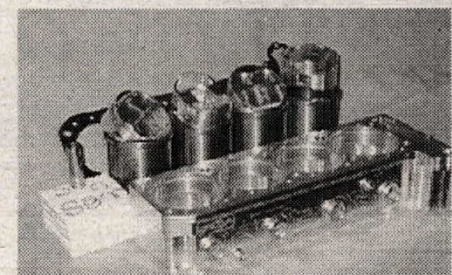
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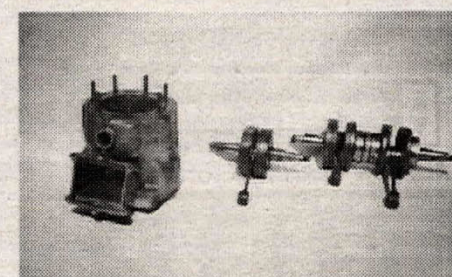
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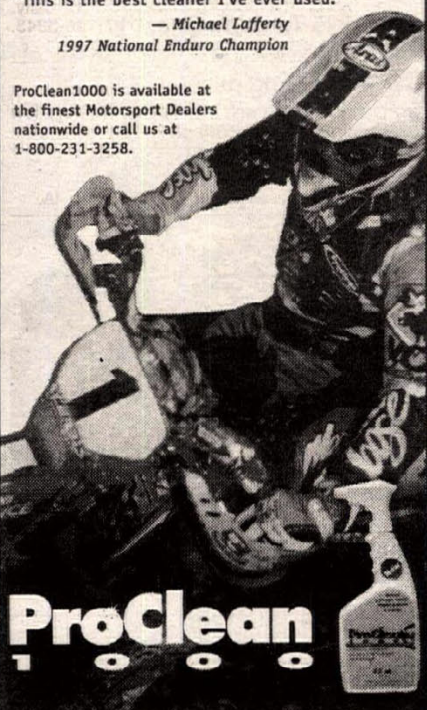
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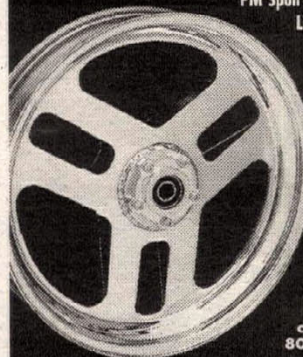
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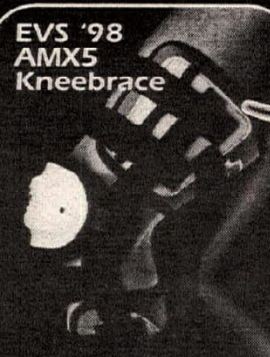
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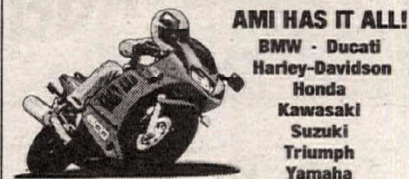
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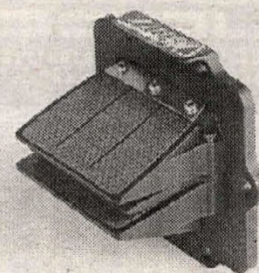
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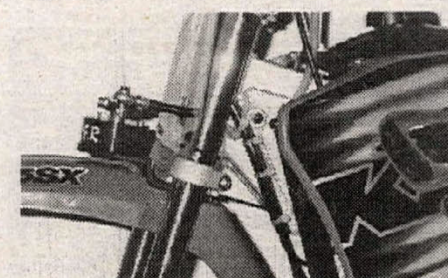
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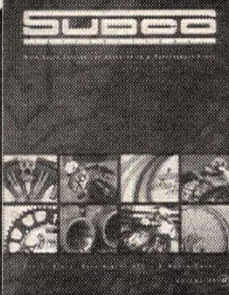
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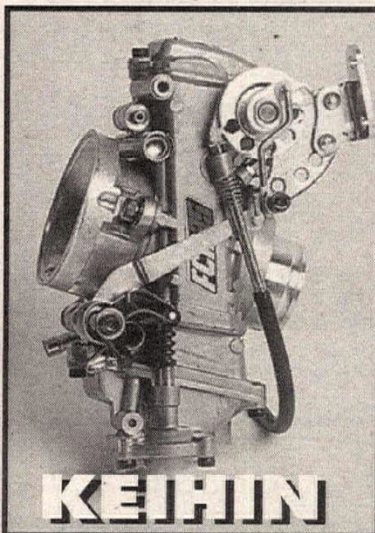
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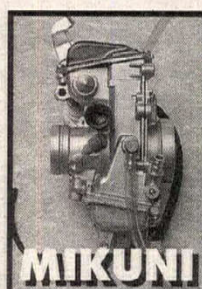
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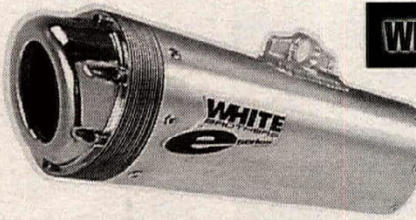
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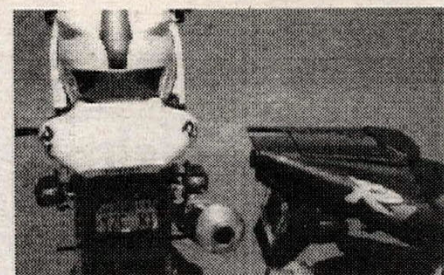
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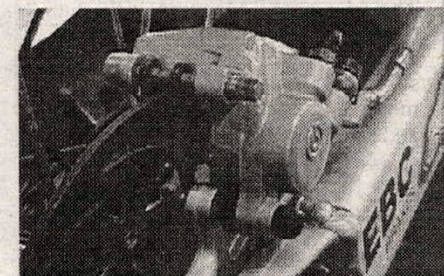
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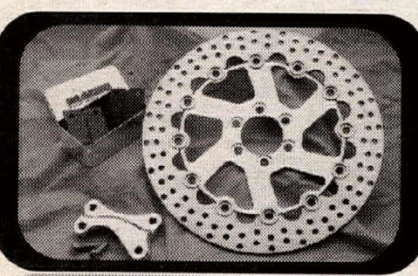
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1998 Championship Point Standings

LEADERBOARD



ROAD RACING

500cc WORLD CHAMPIONSHIP SERIES

(After 7 of 15 rounds):

1. Max Biaggi (Hon), Italy	(118/1 win)
2. Mick Doohan (Hon), Australia	(115/2 wins)
3. Alex Criville (Hon), Spain	(113/2 wins)
4. Carlos Checa (Hon), Spain	(106/1 win)
5. Nobuatsu Aoki (Suz), Japan	(56)
6. Norick Abe (Yam), Japan	(51)
7. Simon Crafar (Yam), New Zealand	(50)
8. Alex Barros (Hon), Brazil	(47)
9. John Kocinski (Hon), Modesto, CA	(43)
10. Tadayuki Okada (Hon), Japan	(37)



STEVE CREVIER

250cc WORLD CHAMPIONSHIP SERIES

(After 7 of 15 rounds):

1. Tetsuya Harada (Apr), Japan	(104/3 wins)
2. Loris Capirossi (Apr), Italy	(90/1 win)
3. Valentino Rossi (Apr), Italy	(85/1 wins)
4. Tohru Ukawa (Hon), Japan	(73)
5. Haruchika Aoki (Hon), Japan	(64)
6. Olivier Jacque (Hon), France	(56)
7. Jurgen Fuchs (Apr), Germany	(45)
8. Luis d'Antin (Yam), Spain	(45)
9. Stefano Perugini (Hon), Italy	(45)
10. Takeshi Tsujimura (Yam), Japan	(43)

125cc WORLD CHAMPIONSHIP SERIES

(After 7 of 15 rounds):

1. Kazuto Sakata (Apr), Japan	(131/3 wins)
2. Marco Melandri (Hon), Italy	(97/1 win)
3. Tomomi Manako (Hon), Japan	(97/1 win)
4. Lucio Cecchinello (Hon), Italy	(66/1 win)
5. Masao Azuma (Hon), Japan	(65)
6. Masaki Tokudome (Apr), Japan	(57)
7. Frederic Petit (Hon), France	(53)
8. Gianluigi Scalvini (Hon), Italy	(48)
9. Mirko Giansanti (Hon), Italy	(46)
10. Noboru Ueda (Hon), Japan	(45/1 win)

WORLD SUPERBIKE CHAMPIONSHIP SERIES

(After 6 of 14 rounds):

1. Troy Corser (Duc), Australia	(200)
2. Aaron Slight (Hon), New Zealand	(194/3 wins)
3. Colin Edwards II (Hon), Conroe, TX	(167/2 wins)
4. Carl Fogarty (Duc), England	(163/2 wins)
5. Pier-Francesco Chili (Duc), Italy	(144/2 wins)
6. Noriyuki Haga (Yam), Japan	(143/3 wins)
7. Akira Yanagawa (Kaw), Japan	(101)
8. Jamie Whitham (Suz), England	(73)
9. Peter Goddard (Suz), Australia	(71)
10. Neil Hodgson (Kaw), England	(62)

AMA/MBNA SUPERBIKE NATIONAL CHAMPIONSHIP SERIES

(After 9 of 14 rounds):

1. Doug Chandler (Kaw), Salinas, CA	(251)
2. Anthony Gobert (Duc), Australia	(249/3 wins)
3. Ben Bostrom (Hon), Granada Hills, CA	(240)
4. Miguel DuHamel (Hon), Canada	(236/4 wins)
5. Mat Mladin (Suz), Australia	(203)
6. Jamie Hacking (Yam), Spartanburg, SC	(203)
7. Richard Oliver (Yam), Fresno, CA	(188)
8. Steve Crevier (Suz), Canada	(186)

9. Tom Kipp (Duc), Chardon, OH	(183)
10. Aaron Yates (Suz), Milledgeville, GA	(165/1 win)

AMA/PRO HONDA OILS 600cc SUPERSPORT SERIES

(After 8 of 13 rounds):

1. Steve Crevier (Suz), Canada	(226/1 win)
2. Ben Bostrom (Hon), Granada Hills, CA	(217/1 win)
3. Doug Chandler (Kaw), Salinas, CA	(210/4 wins)
4. Miguel DuHamel (Hon), Canada	(198/1 win)
5. Nicky Hayden (Suz), Owensboro, KY	(188/1 win)
6. Eric Bostrom (Hon), Granada Hills, CA	(188)
7. Steve Rapp (Suz), Lafayette, CA	(175)
8. Tommy Hayden (Kaw), Owensboro, KY	(168)
9. Jason Pridmore (Suz), Ventura, CA	(156)
10. Larry Pegram (Suz), Baltimore, OH	(142)

AMA/TEAMLINE 750cc SUPERSPORT SERIES

(After 8 of 13 rounds):

1. Steve Rapp (Suz), Lafayette, CA	(232/1 win)
2. Jason Pridmore (Suz), Ventura, CA	(223/4 wins)
3. Richard Alexander Jr. (Suz), Carmel, NY	(219/1 win)
4. James Randolph (Suz), Santa Rosa, CA	(213)
5. Mario DuHamel (Suz), Canada	(191)
6. Paul Harrell (Suz), Canyon Country, CA	(167)
7. Nicky Hayden (Suz), Owensboro, KY	(160/2 wins)
8. Dale Keiffer (Suz), Las Vegas, NV	(144)
9. Jamie Bowman (Suz), Tequesta, Florida	(143)
10. Jimmy Moore (Suz), Eugene, OR	(134)

AMA/ELF FUELS 250cc GRAND PRIX C'SHIP SERIES

(After 8 of 13 rounds):

1. Roland Sands (Yam), Long Beach, CA	(274/5 wins)
2. Kurtis Roberts (Hon), Turlock, CA	(224)
3. Chuck Sorensen (Yam), Discovery Bay, CA	(217/2 wins)
4. Takahito Mori (Hon), Japan	(178/1 win)
5. Randy Renfrow (Hon), Fredericksburg, VA	(178)
6. Geep Terranova (Yam), San Jose, CA	(164)
7. Bobby Keith (Hon), Redwood City, CA	(164)
8. Jeffrey Vos (Hon), Holland, MI	(140)
9. Greg Esser (Yam), Pompano Beach, FL	(139)
10. Mark Foster (Yam), San Juan Capistrano, CA	(123)

AMA PROGRESSIVE INSURANCE PRO THUNDER SERIES

(After 8 of 13 rounds):

1. Paul Harrell (Tri), Canyon Country, CA	(244)
2. Shawn Higbee (Bue), Waterford, WI	(240/3 wins)
3. Curtis Adams (Tri), Whittier, CA	(219/5 wins)
4. Michael Gage (Tri), Baldwin Place, NY	(161)
5. James Lickwar (Tri), San Francisco, CA	(160)
6. Mark Miller (Bue), Long Beach, CA	(122)
7. Shawn Conrad (Tri), Sheboygan Falls, WI	(120)
8. Robert Gonzales (Duc), Tucson, AZ	(118)
9. Thomas Tucciarone (Duc), San Francisco, CA	(116)
10. David Hull (Duc), Mesa, AZ	(110)

AMA/PIRELLI FORMULA XTREME SERIES

(After 7 of 12 rounds):

1. Eric Bostrom (Hon), Granada Hills, CA	(226/6 wins)
2. Tripp Nobles III (Hon), Macon, GA	(216/1 win)
3. Mark Miller (Yam), Long Beach, CA	(184)
4. Michael Taylor (Kaw), Canada	(143)
5. Tray Batey (Suz), Gallatin, TN	(142)
6. Dean Mizdal (Suz), Huntington Beach, CA	(141)
7. Mario DuHamel (Suz), Canada	(126)
8. Curtis Adams (Yam), Whittier, CA	(92)
9. Cory Call (Suz), Sacramento, CA	(90)
10. Jack Pfeiffer (Suz), Las Vegas, NV	(85)

MOTOCROSS

500cc WORLD CHAMPIONSHIP SERIES

(After 7 of 12 rounds):

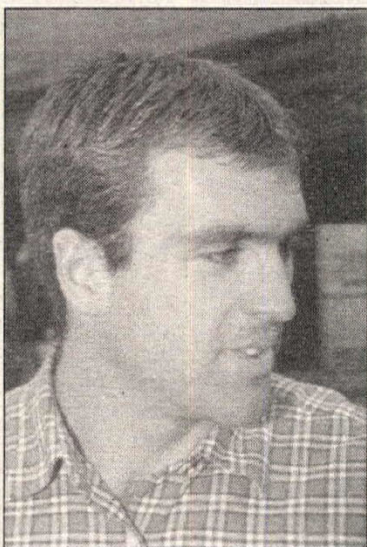
1. Joel Smets (Hbg), Belgium	(226/3 wins)
2. Darryll King (Hus), New Zealand	(207/1 win)
3. Andrea Bartolini (Yam), Italy	(159/2 wins)
4. Peter Johansson (Yam), Sweden	(156)
5. Bernd Eckenbach (Hus), Germany	(130/1 win)
6. Shayne King (KTM), New Zealand	(123)
7. Gert-Jan Van Doorn (Hon), Netherlands	(122)
8. Rob Herring (Hon), England	(112)
9. Johan Boonen (KTM), Belgium	(94)
10. Erwin Machtfinger (Hon), Germany	(64)

250cc WORLD CHAMPIONSHIP SERIES

(After 8 of 16 rounds):

1. Stefan Everts (Hon), Belgium	(286/4 wins)
2. Sebastien Tortelli (Kaw), France	(279/3 wins)

3. Pit Beirer (Hon), Germany	(212/1 win)
4. Frederic Bolley (Hon), France	(164)
5. Jocke Karlsson (Hon), Sweden	(117)
6. Tallon Vohland (Yam), Sacramento, CA	(116)
7. Mickael Maschio (Yam), France	(111)
8. Marnicq Bervoets (Suz), Belgium	(108)
9. Werner DeWitt (Suz), Belgium	(86)
Leon Giesbers (KTM), Holland	(86)



SHAYNE KING

125cc WORLD CHAMPIONSHIP SERIES

(After 6 of 12 rounds):

1. Alessio Chiodi (Hus), Italy	(177/3 wins)
2. David Vuillemin (Yam), France	(155/2 wins)
3. Alessandro Puzar (TM), Italy	(146/1 win)
4. Carl Nunn (Yam), England	(100)
5. Claudio Federici (Yam), Italy	(88)
6. Brian Jorgensen (Suz), Denmark	(87)
7. James Dobb (Hon), England	(75)
8. Luigi Seguy (Hon), France	(72)
9. Alessandro Belometti (Yam), Italy	(68)
10. Phillippe Dupasquier (TM), Italy	(63)

AMA/MAZDA 250cc NATIONAL C'SHIP MX SERIES

(After 5 of 12 rounds):

1. Doug Henry (Yam), Oxford, CT	(201/2 wins)
2. Greg Albertyn (Suz), South Africa	(173)
3. Mike LaRocco (Hon), South Bend, IN	(170)
4. Mickael Pichon (Suz), France	(168/1 win)
5. Ezra Lusk (Hon), Bainbridge, GA	(157/1 win)
6. Kevin Windham (Yam), Baton Rouge, LA	(156)
7. Jeremy McGrath (Yam), Canyon Lake, CA	(121/1 win)
8. Jeff Emig (Kaw), Riverside, CA	(119)
9. Larry Ward (Suz), Florence, SC	(112)
10. Mike Craig (Hon), Lakeside, CA	(109)

AMA/MAZDA 125cc

NATIONAL CHAMPIONSHIP MOTOCROSS SERIES

(After 5 of 12 rounds):

1. John Dowd (Yam), Chicopee, MA	(211/1 win)
2. Ricky Carmichael (Kaw), Havana, FL	(210/3 wins)
3. Casey Johnson (Kaw), Murrieta, CA	(156)
4. Jimmy Button (Yam), Scottsdale, AZ	(142)
5. Steve Lamson (Hon), Riverside, CA	(116/1 win)
6. Mike Brown (Hon), Piney Flats, TN	(112)
7. Robbie Reynard (Suz), Norman, OK	(103)
8. Stephane Roncada (Hon), France	(98)
9. Scott Sheak (Hon), Germantown, NY	(93)
Nicholas Wey (Kaw), Dewitt, MI	(93)

TOYOTA/PARTS UNLIMITED AMA SUPERCROSS SERIES

(After 16 of 16 rounds):

1. Jeremy McGrath (Yam), Canyon Lake, CA	(322/7 wins)
2. Ezra Lusk (Hon), Bainbridge, GA	(271/4 wins)
3. Larry Ward (Suz), Florence, SC	(240/1 win)
4. Kevin Windham (Yam), Baton Rouge, LA	(238/2 wins)
5. Mike LaRocco (Hon), South Bend, IN	(230)
6. Mickael Pichon (Suz), France	(216)
7. Doug Henry (Yam), Oxford, CT	(213)
8. Jimmy Button (Yam), Scottsdale, AZ	(175)
9. Mike Craig (Hon), Lakeside, CA	(174)
10. Ryan Hughes (Kaw), Temecula, CA	(159)

AMA EASTERN REGIONAL 125cc SUPERCROSS SERIES

(After 8 of 8 rounds):

1. Ricky Carmichael (Kaw), Havana, FL	(200/8 wins)
2. Robbie Reynard (Suz), Norman, OK	(143)

3. Brock Sellards (Hon), New Philadelphia, OH	(133)
4. Casey Lytle (Hon), Santa Clarita, CA	(114)
5. Shae Bentley (Kaw), Ellenwood, GA	(86)
6. Tony Lorusso (Suz), East Hartford, CT	(78)
7. James Povolny Jr. (KTM), Mendota Heights, MN	(70)
8. Jim Neese (KTM), Greensboro, NC	(69)
9. Robbie Skaggs (Yam), Lawrence, KS	(66)
10. Corey Keeney (Yam), Oakdale, MN	(63)

AMA WESTERN REGIONAL 125cc

SUPERCROSS SERIES

(After 7 of 7 rounds):

1. John Dowd (Yam), Chicopee, MA	(159/3 wins)
2. David Vuillemin (Yam), France	(147/3 wins)
3. Stephane Roncada (Hon), France	(145/1 win)
4. Nathan Ramsey (Kaw), Hixon, TX	(111)
5. David Pingree (Hon), Menifee, CA	(93)
6. Greg Schnell (Yam), Rancho Cucamonga, CA	(84)
7. Michael Brandes (Suz), Quail Valley, CA	(72)
Jason McCormick (Hon), Vancouver, WA	(72)
9. Travis Preston (Suz), Hesperia, CA	(68)
10. Jeff Willloh (Suz), Glendale, CA	(67)

DIRT TRACK

AMA GRAND NATIONAL CHAMPIONSHIP SERIES

(After 4 of 18 rounds):

1. Scott Parker (H-D), Swartz Creek, MI	(85/3 wins)
2. Rich King (Hon), Dysart, IA	(56)
3. Will Davis (H-D), Goldsboro, NC	(50/1 win)
4. Chris Carr (H-D), Fleetwood, PA	(49)
5. Kevin Varnes (H-D), New Holland, PA	(42)
6. Jay Springsteen (H-D), Lapeer, MI	(39)
7. George Roeder II (H-D), Monroeville, OH	(33)
8. Dan Stanley (H-D), Bellingham, WA	(32)
9. Steve Morehead (H-D), Findlay, OH	(31)
10. Terry Poovey (Hon), Euless, TX	(28)



TIM EADES

H-D SPORTSTER PERFORMANCE SERIES

(After 3 of 13 rounds):

1. Jess Roeder, Monroeville, OH	(56/1 win)
2. Tim Eades, Petersburg, VA	(43)
3. David Camlin, Rock Island, IL	(37/1 win)
4. Gary Rogers, San Jose, CA	(36)
5. Mike Hacker, Prince George, WA	(35)
6. Shaun Russell, San Jose, CA	(34/1 win)
7. Scott Stump, Langhorne, PA	(33)
8. Billy Martin, Stockton, CA	(28)
9. Brian Kromroy, Madison, WI	(25)
10. Jason Fletcher, Warren, CT	(24)
Willie McCoy, Richardson, TX	(24)
Thomas McGrane, Gap, PA	(24)

OFF-ROAD

AMA NATIONAL CHAMPIONSHIP HARE & HOUND SERIES

(After 4 of 7 rounds):

1. Ty Davis (Yam), Hesperia, CA	(110/2 wins)
2. Destry Abbott (Kaw), Peoria, AZ	(69/1 win)
3. Paul Krause (Kaw), Irvine, CA	(59)
4. Dave Ondas (Kaw), Trabuco Canyon, CA	(50)
5. Brian Brown (Kaw), Nampa, ID	(48/1 win)

Steve Hengeveld (Kaw), Oak Hills, CA	(48)
7. Doug Chiapuzio (Kaw), Camarillo, CA	(42)
8. Dan Richardson (Kaw), Fountain Valley, CA	(41)
9. Oakley Lehman (Kaw), Sunland, CA	(38)
10. Donnie Book (Yam), Gypsum, CO	(36)

AMA NATIONAL CHAMPIONSHIP HARE SCRAMBLES SERIES

(After 4 of 9 rounds):

1. Doug Blackwell (Yam), Parkersburg, WV	(85/2 wins)
2. Mike Lafferty (KTM), Millville, NJ	(79)
3. Brian Garrahan (KTM), Boulder Creek, CA	(76/1 win)
4. Patrick Garrahan (KTM), Boulder Creek, CA	(50)
5. Josh McLevy (Hon), Fairfield, CT	(35)
6. Luca Tussardi (Kaw), Italy	(32)
7. Fred Andrews (Kaw), Salem, OH	(30/1 win)
8. Randy Hawkins (Yam), Travelers Rest, SC	(29)
9. Rodney Smith (Suz), Oakley, CA	(25)
10. Mike Sampson (TM), Brazil, IN	(24)
Dave Flashberger (Hon), Pleasanton, CA	(24)



TY DAVIS

AMA GRAND NATIONAL CROSS COUNTRY SERIES

(After 7 of 13 rounds):

1. Rodney Smith (Suz), Oakley, CA	(133/2 wins)
2. Fred Andrews (Kaw), Salem, OH	(112/2 wins)
3. Steve Hatch (Suz), Ithaca, NY	(107/1 win)
4. Scott Summers (Hon), Petersburg, KY	(98/2 wins)
5. Jim Jarrett (Kaw), Minerva, OH	(78)
6. Randy Hawkins (Yam), Travelers Rest, SC	(76)
7. Barry Hawk Jr. (Yam), Uniontown, PA	(75)
8. Brian Keegan (Kaw), Washington, PA	(61)
9. Scott McLaughlin (Yam), Sedro Woolley, WA	(57)
10. Robbie Jenks (Yam), New Straitsville, OH	(54)

AMA ACERBIS NATIONAL

CHAMPIONSHIP ENDURO SERIES

(After 6 of 10 rounds):

1. Michael Lafferty (KTM), Millville, NJ	(156/3 wins)
2. Doug Blackwell (Yam), Parkersburg, WV	(100/1 win)
3. Randy Hawkins (Yam), Travelers Rest, SC	(81/1 win)
4. Patrick Garrahan (KTM), Boulder Creek, CA	(79)
5. Jason Dahners (Hbg), Redmond, WA	(71)
6. Ty Davis (Yam), Hesperia, CA	(51/1 win)
7. Matt Stavish (Hon), Blaine, MN	(48)
8. Destry Abbott (Kaw), Peoria, AZ	(29)
9. Kelby Pepper (Yam), Center, CO	(25)
Fred Hoess (Suz), Stanhope, NJ	(25)

AMA/NATC NATIONAL

CHAMPIONSHIP TRIALS SERIES

(After 7 of 10 rounds):

1. Geoff Aaron (Bet), Alpine, CA	(182/3 wins)
2. Raymond Peters (G-G), Beaver Dams, NY	(158/1 win)
3. Ryan Bell (Mon), Canada	(156)
4. Dennis Sweeten (Mon), Oregon City, OR	(104)
5. Matt Moore (Mon), Sapulpa, OK	(100)
6. Michael Bryant (Bet), Burlington, CT	(95)
7. Chris Bardell (G-G), Millerstown, PA	(85)
8. Jess Kempkes (G-G), Lincoln, NE	(84/1 win)
9. Travis Fox (G-G), Montoursville, PA	(80)
10. Brian Capper (G-G), Ansonia, CT	(68)



CHICANERY

By Henny Ray Abrams

I was taught at a very young age that if you have nothing nice to say, say it about sidecars.

Sidecars are the answer to the question, What do you get when you mix guys with more money than sense, and too much free time? Normally, hookers, but in this case, oil-puking old piles of fatigued metal, cracking plastic and rotting rubber.

Put another way, they are the answer to the question that was never asked: What do you get when you implant an obsolete motor on a shipping pallet with wheels? Who cares? It'd be like trying to graft a salad shooter on a breast pump. Or putting a Harley motor in a sportbike frame.

This is a recreational activity done by two guys in leather on their knees. I believe that makes it illegal in Utah. To be accurate, women do it, too. (You can quit drooling anytime.)

The passenger is called the monkey, because when this sport was originally conceived, monkeys were the only things dumb enough to sit next to the guy at the controls and hang their bare asses inches above the track. Then the monkeys protested and the ASPCA got involved, which was how it was discovered that monkeys were so smart. To this day, the handrail the passenger holds on to is called the banana, which is, you know, not surprising considering you've got two guys in leather on their knees. Or women.

My consideration of this issue did not start when they began fouling race tracks this year. I have been covering Grands Prix for *Cycle News* since 1981 and have seen the best, Biland & Waltisperg, the British guy and the other British guy, and some Swiss brothers. (Not black guys, but two dudes who actually slid out of the same womb.) They were the best - cutting edge - and still they've been relegated to second-tier status on the world level. If there's no hope for the best, what hope is there for the liquid-barfing artifacts that fester on the AMA schedule like a year-old bed-sore? About as much hope as a HyperCycle Suzuki getting through postrace tech without an AMA official saying, "Does he think we're retarded?"

Not that these sidecars don't have a stringent set of technical rules; they do: No electronic devices that could interfere with pacemakers, prescription wind-screens, gel-filled seats, and a noise limit of a dillion decibels.

By the way, if you're thinking of scrawling angry letters to the editor denouncing this column, just put the crayons back in the box right now and go back to the shuffleboard court. In a very unscientific poll, I asked a number of people if they could name a single sidecar participant. Not a single rider could name even one, though Yoshimura Suzuki's Mat Mladin answered, "Bob?"

Smart ass.

No one - I repeat for dramatic effect and to fill space, no one - comes to an AMA National to see sidecars - I repeat, sidecars. They come to see the best two-wheeled racers in America doing what they do best - something they're deprived of when these underpowered dollies make the track oilier than a sauna full of lawyers. It has happened the last three times they ran.

It happened at Laguna Seca, where a rig greased up almost the entire track. After a few of the riders in the 600cc Supersport class noticed the oil, there was about a 45-minute cleanup. That left a line of Oilfri almost everywhere and traction had to be compromised. Even if it wasn't, the perception existed that it was. And because it wasn't visible to the naked eye, it was the riders who noticed the oil, not the corner workers who were not to blame, since they couldn't see the insidious deposit. It happened last week at Loudon, and it happened the week before at Road America. At Elkhart Lake, it happened so often that the corner worker in turn five nearly tore a rotator cuff throwing up more red flags than a HyperCycle Suzuki going through tech inspection.

Unnecessary delays were caused a number of times, and for what? So a handful of nostalgists can justify the expense of owning motorized turtle/skateboards, so they can have an answer for their wives when they're asked, "Why don't you get rid of that pile of crap so we can have room in the garage for something useful, like last year's mulch pile?"

The situation at Loudon could have been tragic on a weekend replete with tragedy. Only dumb luck saved the day.

A light rain fell as the 250s were gridded for their 1 p.m. race. When they finally got going, Erion Racing's Randy Renfrow noticed something was wrong. He alerted AMA officials who relayed their concerns to the corner workers.

What they found was oil pretty much everywhere. The culprit was a sidecar which had leaked oil onto one of its tires and then circulated the track, coating the surface with lubricant like a paint roller, only less useful.

On a track which had already exacted a terrible human toll, on a weekend which will certainly bring much-needed reform, the possibility of starting a race on an even more unsafe track is frightening.

Once the oil was discovered, there was another 40-minute delay while the track was cleared, and even then, riders in the Superbike class, run after the 250s, felt the track was still oilier the publisher of a road racing monthly.

Could this happen with a motorcycle? Of course it could, but belly pans on superbikes make it less likely. The support classes don't have belly pans and there are those that think they should. In the good old days, before Pro Blunder, I can recall seeing an 883 engine explode at Phoenix, leaving not only oil but metal and championship hopes on the track as well. Some of the more modern sidecars have made an effort to fit oil-containment devices, and the movement is growing. But they don't all have them, and the antique class would serve motorcycling better by oiling dusty dirt tracks.

It's also easier to spot fluids leaving a motorcycle than it is a low-capacity hovercraft. And it's less likely to happen to a motorcycle made in the past year or two than to one made decades before HyperCycle Suzuki's first DQ.

Fortunately the AMA is aware of the havoc the chairs have caused on a series which gets better every year. AMA road race manager Ron Barrick said at Loudon, "Obviously, the sidecars are a big issue for next year."

Barrick understands that the promoters should be able to add entertainment, but wonders about sidecars.

"We've got to sit down and, maybe at the AMA Pro Racing board level, decide whether we're even going to negotiate regarding that," he said, adding, "I consider this a serious concern for our two-wheel riders."

If you're a sidecar racer, and you can read between the lines, you might plan your summer vacation now.

If promoters don't think that having the best riders on the fastest bikes is enough, they could always get a stunt

rider like Gary Rothwell, whose bargain-basement Suzuki sprayed oil onto the racing line on the front straight at Road Atlanta, nearly causing the live TV broadcast to be delayed. Then the bozos running the water truck couldn't figure out where the "on" switch was, turning the cleanup into a Three Stooges routine - and not a bad one, at that.

I stopped to look at one of these relics at Elkhart Lake. Let me rephrase that: My path was needlessly impeded by one of these relics at Elkhart Lake. It appeared to have a Yamaha 650cc twin engine, an engine which has been out of production since disco died - the first time. The frame had more pipes than a head shop and the rear tire looked like it was lifted from a riding mower - probably in the middle of the night, which is too bad, because a riding mower with three wheels is still more useful than one of these money pits.

Which made me think: Why not have a riding-mower exhibition? Besides building motorcycles, Honda also makes riding mowers. It's a natural fit. None of the other riders have contracts with the mower companies, with the possible exception of Muzzy Kawasaki's Doug Chandler, so you could get them to ride the things, all helmeted and leathered up for action. Semis of works machinery from Toro, John Deere, Cub Cadet, and Honda could sit proudly next to the Honda, Vance & Hines Ducati, and Yamaha rigs. The mowers could be fitted with those sweeper things on the back so they could clean the track rather than oil it, during their "race." What's the worst thing that could happen if they ran off the track? They'd mow the lawn. And, of course, it goes without saying that they'd be faster than sidecars.

There would, of course, have to be a rigorous set of technical rules. Is the 36-inch blade legal or can you run the 32 to cut wind resistance? What about pitch? What is pitch? Must reverse gear work? What about functioning grass catchers? The possibility of chicanery is omnipresent. Now I'm hearing that HyperCycle wants to enter the class. Quick, get me some calipers and a jug of espresso - it's gonna be a long night, Chester.

CN

LOOKING BACK...

30 YEARS AGO...

JULY 25, 1968

Mini road racing was the top story in this issue as the AMA Grand National Championship Series' heavy-hitters dropped into Heidelberg Raceway in Western Pennsylvania to battle on a 3500-foot course with absolutely no straightaways. **Walt Fulton** (H-D) was the Expert winner... The racing was fast and ferocious at the **Richmond Ramblers motocross** course in Richmond, California. **Harry Dring** (BSA) won the Open Expert/Amateur class, while **Bruce Teixeira** (Bul) topped the 250cc Expert class... In the face of such stiff weekly competition, **Mel Lacher** (H-D) was on an unbelievable roll at the Ascot Speedway half mile. Lacher won his fifth straight main event... **Eddie Mulder** (Eso) was becoming quite the speedway rider; Mulder won the A main at Whiteman Stadium in Pacoima, California... **Triumph** bought a two-page color spread to advertise Gary Nixon's win at the Columbus, Ohio, National held on June 30.

20 YEARS AGO...

JULY 12, 1978

Jim "The Animal" Fishback was our cover boy, as he made his return to Southern California speedway racing after a seven-month layoff... **Steve Eklund** (H-D) put a last-lap pass on **Garth Brow** (H-D) to notch his third straight AMA Grand National victory, this one coming at the San Jose Half Mile. **Steve Morehead** (H-D) was third... Bob Hannah's eight-race 250cc MX National win streak came to a halt at Red Bud Track 'N' Trail, where he suffered a chain derailment in moto one. **Kent Howerton** (Suz) went on to pick up the slack and score the overall win. **Rick Burgett** (Yam) took the overall win in the 500cc National class... **Randy Mamola** (Yam) won the AFM Golden Gate road race at Sears Point Raceway in Sonoma, California... We took a look at the 125cc equipment being used in the AMA National MX Series.

10 YEARS AGO...

JULY 6, 1988

Tim Coombs (Hon) wheeled his way onto the cover as the winner of "America's toughest off-road race", the Blackwater 100, which was promoted by his father, Dave Coombs... Belgium's **Eric Geboers** (Hon) beat the Americans in their own back yard by taking the overall win at the U.S. GP 500cc MX at Hollister Hills, California. It marked the first time in five years that a Euro had won the event... **Steve Morehead** (H-D) scored his third AMA Grand National victory of the year with a win at round six of the series, the Lima Half Mile. Morehead beat H-D factory riders **Chris Carr** and **Scott Parker**... **Doug Polen** (Suz) captured his second AMA National road race win in a row at Road America in Elkhart Lake, Wisconsin, and also grabbed a win in the 600cc Supersport class... **David Roper** (Mat) won the 500cc Premier race during the AHRMA road race action in Laconia, New Hampshire.

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